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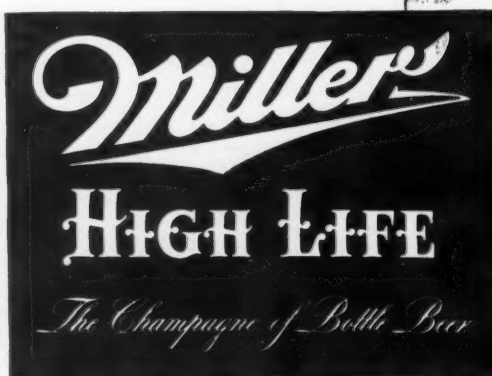
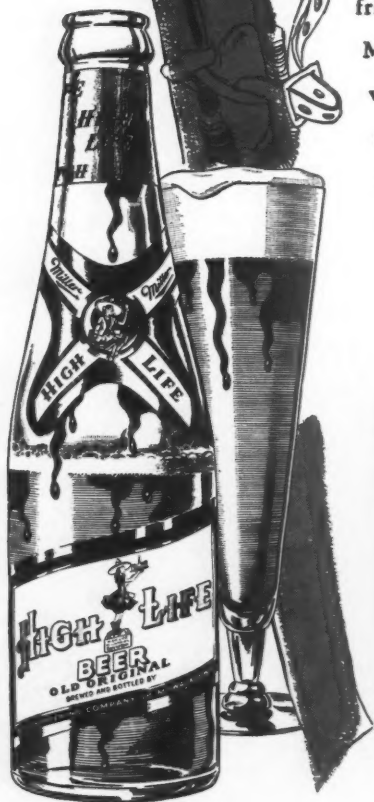
DECEMBER 15, 1951

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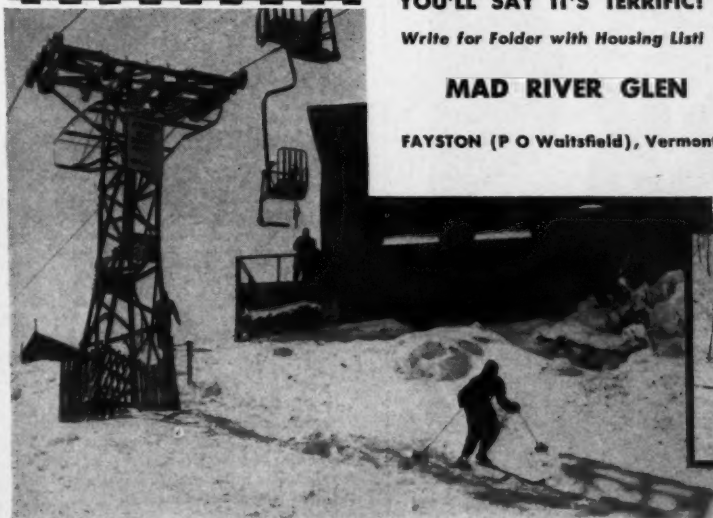


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## SKI magazine

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William T. Eldred

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### ASSOCIATE PUBLISHERS

Wolfgang Lert

Stewart Work

MANAGING EDITOR ..... Arthur R. Moffat  
ART DIRECTOR ..... Bernard F. Chapman  
PHOTO EDITOR ..... George Burns  
PHOTOGRAPHER ..... Verner Z. Reed, III

BUSINESS MANAGER ..... Katharine Tanah

CIRCULATION DIRECTOR ..... Fred E. Allards  
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SKI MAGAZINE, DECEMBER 15, 1951



# ***East is East and West is West...***

***but... which is which?***



We've located a gold-plated thunderjug to give the first person who sends in the correct answer to this puzzle. One of these pictures was taken out west in Colorado, the other in a New England state. But which was taken where? Perhaps you can tell by the trees or by the rock formations. Of course, if you're a real Westerner, you can tell by the snow—no place in the East has snow like *that*. Ah yes, very true—but snow like *what* in *which*?



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MONT TREMBLANT, P.Q.

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## VILLA BELLEVUE

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LA PROVINCE DE QUÉBEC



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The Tremblant Club, a rambling log building facing famous Mont Tremblant. Superior accommodation and friendly atmosphere. The finest skiing area in Quebec. Your hosts, Slim and Ruth Lindsay. Rate \$8-\$15 per day. American Plan, meals included. For reservations write The Tremblant Club, Mont Tremblant, Quebec. Ask for new folder S. Tel. St. Jovite 224.



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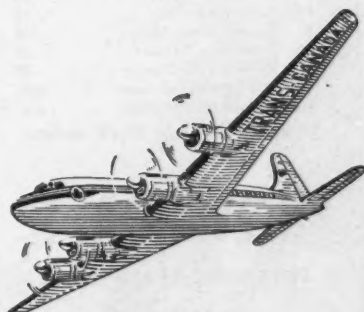
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SNOW WILL NOT • SOME ROCKS  
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6 1/2	Jiffy Hot Cereal	.32
12 1/2	Pancake Mix	.42
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7 1/2	French Toast Mix	.40
2 1/2	Chicken Noodle Soup	.40
2 1/2	Beef Vegetable Soup	.40
4 1/4	Spud Mashed Potatoes	.44
2	Brown Gravy	.34
7	Spaghetti Dinner	.60
12	Boston Baked Beans	.70
11	Chili Style Beans	.70
8	Chicken Veg & Rice Dinner	.55
14	Biscuit Mix	.50
16	Corn Bread Mix	.53
14 1/2	Bran Muffin Mix	.55
8	Gingerbread Mix	.30
5 1/2	Chocolate Dessert	.29
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8	Can Powdered Eggs	1.25
18	Can Powdered Milk	1.15

Postage paid on \$2.00 orders

# BOWCRAFT

SKI SHOP and PLAYLAND

on Highway 29

Scotch Plains, N. J.

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## LETTERS

### Ah There, Texas!

Sirs:

It is with deep regret and considerable shame that I announce a change in my address from Torrington, Connecticut, to Dallas, Texas. Please continue sending *Ski Magazine*, as, for rather obvious reasons, it is more necessary to my maintenance of sanity than ever before.

JOHN H. DOLLOFF

Dallas, Texas

### Otto Furrer

Sirs:

Your column on Otto Furrer certainly did not exaggerate any of his very fine and enviable qualities. His death is not only a loss to all those who love the mountains but also to those who are learning the true meaning of skiing. It is not an easy sport to master and there certainly could never be a more understanding proponent and teacher than Mr. Furrer.

HELEN B. McALLISTER

Stone Harbor, New Jersey

DAZZLING AS AN  
ALPINE SUNSET

## SKI BELT

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COMPLETE

Bright spot for your ski outfit. Distinctive, custom-made styling. Die-engraved solid bronze or silver finished ski buckle. Adjustable hook-on fastening. Finest quality top grain steerhide. 1 1/4" wide. Choose from 7 antique leather finishes...Red, Blue, Green, Tan, Cream, Yellow and Black. Sizes 16 thru 48. Makes a most welcome gift. Speedy delivery by mail.

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Please send ..... Ski Belts @ \$4.50 each.

☐ Enclosed is check or money order for \$..... Send belt postpaid.

☐ Send C.O.D. and I will pay postage and charges.

SIZE COLOR BUCKLE

NAME

ADDRESS

CITY & STATE

SKI MAGAZINE, DECEMBER 15, 1951

## Letters . . .

### John Jay WRITES, Too

Sirs:

I greatly enjoyed John Jay's story, "Alpine Safari," in your November issue and also his current film when it was shown in New York. Someone has told me that Mr. Jay has also written a ski book. Can you give me any information on this?

MARY S. STEARNS

### Forest Hills, New York

Glad you liked globe-trotter Jay's story and film and he has indeed written a book which you will enjoy just as much. It is called "Skiing the Americas," and is filled with wonderful ski stories gathered by the author in Canada, the United States, and South America. The price is \$4.95 and you may obtain it by writing to Macmillan Company, Dept. S11, 60 Fifth Avenue, New York 11, N. Y.

### First Class Mail

Sirs:

Sorry for the delay in getting my subscription in, but as you can see, I have changed employment.

Since I am stationed here at Georgia for the next year, please change my mailing address. This will prevent the magazine going to Los Angeles and then back to me as my wife did last year.

Thank you for a wonderful magazine.

CORPORAL HOWARD ROGO

Camp Gordon, Georgia

How's that again, Corporal?

Sirs:

I have enjoyed your magazine most thoroughly for the past two years. Alas! My subscription has run out. I am sorry I did not take advantage of your special rates last year, but nevertheless I would like to renew my subscription.

ROBERT GREENBERG

Jamaica, New York

Alas indeed, Mr. Greenberg! How could you breathe without our magazine delivered to your door throughout the season?

Lieutenant Colonel D. F. Hull, Assistant Chief of the Special Services Division of the United States Army, has sent the following notice to Cortland Hill, Chairman of the U. S. Ski Games Committee:

"We have decided not to enter a military ski patrol in the VI Winter Olympic Games."

Those members of the Armed Forces who were planning to try out for the patrol, take notice.

## Ski...

### Mont Tremblant Lodge

Two chair lifts, an Alpine T-bar lift and two rope tows connect north and south sides of exciting Mont Tremblant.

The Flying Mile, Ryan's Run, Kandahar and other trails thrill intermediate and expert skiers.

Sissy Schuss delights beginners. Famous Ski School, under Ernie McCulloch.

Comfortable lounges, open fireplaces, game rooms, three bars. Dancing nightly. Excellent cuisine.

Cottages, dormitories, Chalets and Inn.

Accommodations to fit your purse!

7 DAYS \$75.00 7 NIGHTS

Special "Learn to Ski Weeks" January 5-26, March 10-April 10. Includes meals, lodging, Ski School under Ernie McCulloch and lift tickets. Make early reservations!

## Mont Tremblant Lodge

MONT TREMBLANT, P.Q., CANADA

JOHN H. SINGLETON, General Manager

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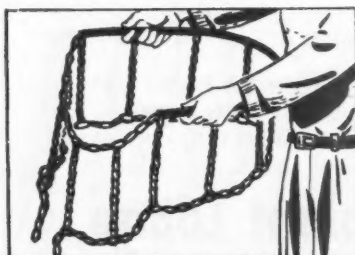
the most hateful job in skiing . . .



**NO** crawling under car!

**NO** jacking up wheels!

**NO** soiled clothes!



**1** Lay chain on ground and drive wheel to center of ring.



**2** Roll rubber-encased section up over wheel.



**3** Close hook. There's only one fastener—and it's on the outside! To remove chain, reverse these simple steps. Easy on, Easy off!



**The amazing new "Chains without Pains"—Can be installed quickly, easily by anyone—Women too!**

**Rolon** chains are safer. Used when needed—it's so easy to put them on.

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**Rolon** chains are economical. The savings in cleaning bills alone will pay for them many times over.

**Rolon** chains are proven. Developed in and for the mountains of Colorado, they have brought nothing but highest praise from their owners.

Under present conditions, the manufacture of Rolon chains and their distribution through regular automotive outlets has to be strictly limited. However, in view of their special value and usefulness in ski travel, the SKI-CAL Company, Distributors, has been authorized to make them available direct to skiers, on a nationwide basis.

Rolon chains come in sizes to fit all standard tires, packed one pair to a carton, average shipping weight 18 pounds. To make sure of obtaining your set for this season, fill out and mail the attached coupon NOW!

Tire Size	Group No.	List Price
5.50 x 16	1	14.30
6.40 x 15		
6.00 x 16	2	15.30
6.50 x 15		
6.70 x 15		
7.10 x 15	3	16.20
6.70 x 16		

*Oversize, Super or Premium tire may require larger size.*

Tire Size	Group No.	List Price
6.50 x 16	4	16.65
7.60 x 15		
7.00 x 15	5	18.00
8.00 x 15		
7.00 x 16	6	18.45
8.20 x 15		

*Prices subject to change without notice.*

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Please send me . . . sets Rolon Chains of Group No. . . .

Remittance enclosed ☐ (freight prepaid)  
Send C.O.D. ☐ (charges added)

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City . . . . . Zone . . . . . State . . . . .



The Father of the Arlberg-Kandahar continues the attack on modern ski racing.

BY JOVE!

## a SPECTRE DOES haunt our Skiing!

by ARNOLD LUNN



A FEW years ago, a well-known lady skater became a professional because she felt that she was not good enough to win the *amateur* championship. On the other hand, she felt quite capable of winning the professional championship. In skating it is admitted that the well-to-do amateur who can devote his entire time to practicing will always beat the professional, most of whose time is spent in teaching. We have reached a similar position in Downhill Racing. The full-time ski teacher has passed out of the picture. In the 1951 Arlberg-Kandahar at Mürren three or four ski teachers from Mürren entered very reluctantly. "We have no chance," they said, "of qualifying for the slalom (for which only the first forty in the Downhill are eligible). We spend the entire winter teaching." And though one of them had been a Swiss International in 1948, none of them, in point of fact, did finish in the first forty of the Downhill.

The racers who will be in the running for Olympic Medals are all technically amateur, particularly now that the Olympic Committee have decided that part-time ski teachers can be entered as amateurs. The full-time ski teacher will in any case be eliminated by the fact that he would never make a crack team. The Germans before the war started the practice of running a racing stable of state-subsidized amateurs, and the German skiers before the Olympic Games of 1936 began their training on the glaciers in August. The French followed this example and today the teams from the Alpine countries will be composed of young men whose training will have begun in September, and in some cases of skiers who have never stopped training since the end of last season. Running up and down steep mountains on foot is an

admirable training for the muscles needed in ski racing.

There is not much money in ski racing. An occasional star may start a school of his own and continue to draw money from it long after he has himself ceased to be active, but the plums are few and the disappointments many. The more responsible leaders of skiing in Alpine countries are beginning to entertain grave doubts as to the ethics of encouraging young men to enter the glamorous life of the ski circus only to find after three or four years that they can no longer make the national team and that they have wasted the formative years of their life on sport instead of spending them in mastering a proper job.

The teams are subsidized directly or indirectly by the Governments because national victories are assumed to pay rich dividends as advertisements of the national ski schools. An Austrian journalist justified the big sums of money (partly Marshall-aid money) which Austria spent sending a team to Aspen by writing that a good performance of the team would help Austrian-born ski teachers in the States and would bring many Americans to Austria.

But there are ever-increasing misgivings about the ever-increasing expense of modern racing. When I founded the Arlberg-Kandahar in 1928, racing was still an amateur sport—even when those who competed were ski teachers, for the ski teacher in those days had the true amateur spirit. He did not expect to make money out of his victories. He paid his own hotel bill and travelling expenses and gave up the receipts he might have earned teaching at home. It cost him something to race.

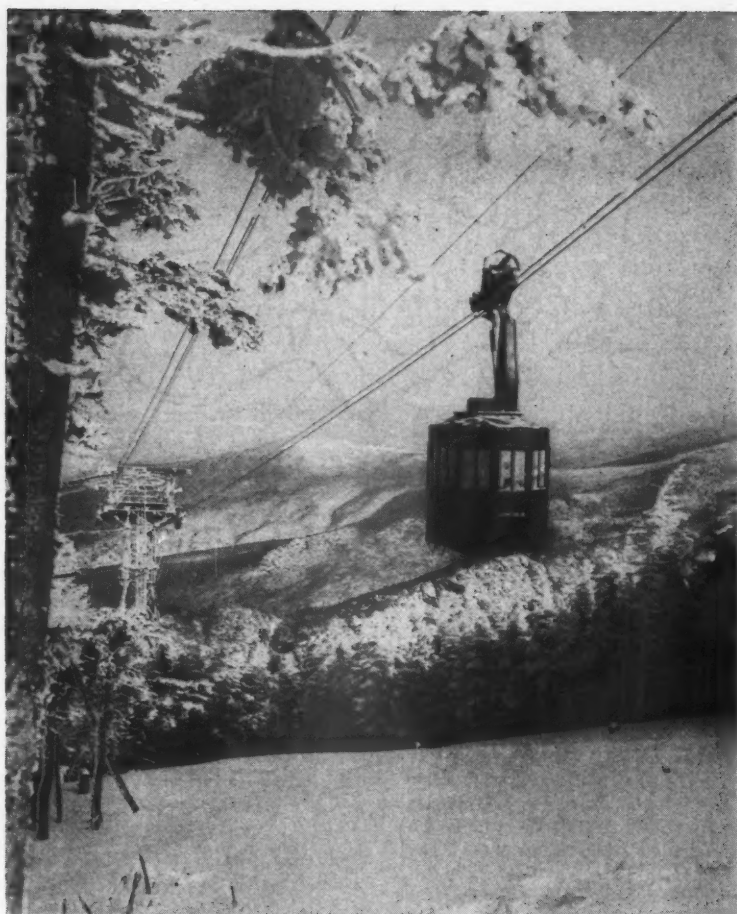
Today crack races are paid for by their Associations in the World Cham-

pionship, Olympic Games and Arlberg-Kandahar and, in almost all other cases, by the Kurverein of the centre in which the race is held. The modern racer not only expects to be entertained but also to have his travelling expenses paid, and the demand for pocket money is becoming more and more insistent.

That is one side of the picture. Now for the cost of the actual organization. Twenty-five years ago downhill courses were only prepared in so far as the racers had practiced over them, and if new snow fell a day or two before the race, the racers ran on powder snow instead of *piste*. The slalom was usually held on a practice slope which was beaten down by beginners or on some track which was pistified naturally because it was served by a funicular. In the St. Moritz Olympic Games the actual cost of preparing the downhill course was 34,909 francs, of the slalom 21,029 francs. The organization of the downhill and slalom on the days of the race alone (time-keeping, etc.) was 6,222 francs, making the total cost for the downhill, slalom, and giant slalom 191,816 francs. These figures are supplied by Herr Kaspar, the Director of the St. Moritz Kurverein.

At St. Moritz they had to cope with very heavy snowfalls, and the snow on the courses was treated with a special snow cement. No expense was spared,

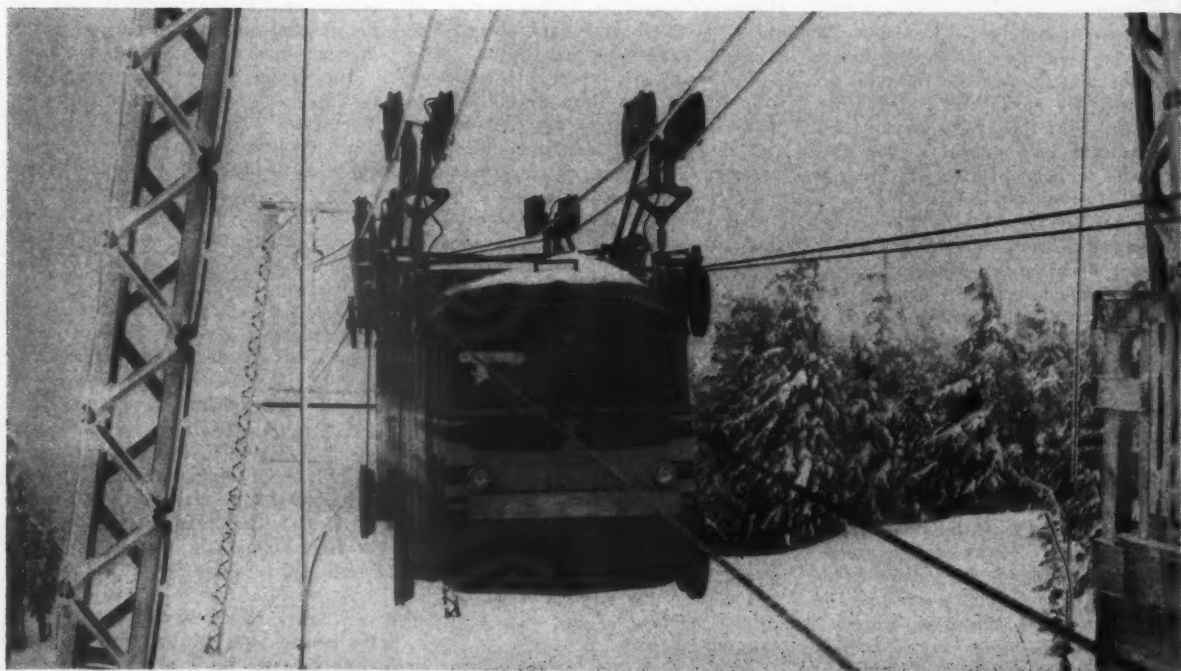
(Continued on page 26)



*The aerial tramway at Cannon Mountain, New Hampshire, is the only one of its kind on the North American continent.*



# CABLES TO THE CLOUDS



*The Timberline Trolley at Mount Hood, Oregon, is also the only one of its kind—not only in America, but in all the world.*

## The aerial tramway is without a doubt the most luxurious uphill transportation devised. Why don't we have many more of them?

by ARAM ARMSTRONG

THERE is no conveyance designed to get skiers up a mountain that is quite as romantic and awe-inspiring as an aerial tramway. The mere sight of the high towers, the thin cables with perhaps a moving car dangling in space from one of them, and snow, trees and rugged rocks in the background is enough to set a skier's heart a-pumping; and the first ride upwards is always a new experience, no matter how often the skier has ridden the tram before.

Unfortunately, skiers in the United States have only two opportunities to experience the thrill of real aerial tramways. On the east coast they can go up to Franconia Notch, New Hampshire, and ride the first and in fact the only tramway in the country that really looks like European prototypes; and on the west coast, skiers can go to Mount Hood in Oregon and ride up the newly constructed three-mile tramway that looks and sounds more like a Greyhound bus defying the laws of gravity than a genuine aerial cable-car.

Neither of these tramways approaches in length or vertical climb the tremendous funiculars of Europe, but both provide excellent facilities for skiers. At Cannon Mountain, in Franconia Notch, the vertical climb is 2022 feet in a little over a mile; at Mount Hood, the vertical is 2200 feet in three miles. It seems too bad that at the latter place a steeper rise could not have been chosen so that skiers could have taken advantage of a greater vertical drop, but perhaps the engineering principle of the tramway—each bus-like car is driven by a gasoline motor of its own, unlike the usual trams

which are pulled up and down by moving cables—prevented a steeper climb. However, skiers using this tramway can choose to ski at Timberline, at the upper terminal of the tram, where they will find a chair lift to carry them farther up the mountain to open slopes; or they can drop down the mountain parallel to the tramline via several trails which require at least intermediate skiing ability.

At Cannon Mountain most of the trails are steep enough for even the expert skier, and some are especially designed for him. Several Class A races are held at this mountain every year, and the area is easily rated as one of the top skiing areas in the east.

But it is in Europe that the aerial tramway has had its greatest development. In South America, it is true, there are two trams, one in Brazil for sightseeing purposes only and another in Argentina for skiers. But in the Alps there is a tramway in seemingly every valley. Wherever you go to ski in Switzerland, in Austria, in France, there you can find an aerial tramway—not to mention mountain railroads, chair lifts, and T-bars.

The question arises, why this concentration of tramways in Europe and their absence in North America? And the answer is apparently simple: The aerial tramway carries too few skiers per hour and costs too much to make it profitable for the private American company or individual. In Europe the trams and mountain railroads are either owned and operated by the governments or are erected with private funds in areas where there is a certainty of year round operation.

But Americans may well point out that the older of our tramways is state owned and operated (Cannon Mountain) and that it is a consistent money-maker. Also it might be pointed out that much more than half of the income derived from the Cannon Mountain Tramway does not come from skiers but from summer tourists who are generally a soft lot anyway and are always delighted to find a mountain they can get up without climbing.

The obvious deduction from all this is that the reason we do not have more aerial tramways is not simple; people interested in building a ski area are making a big mistake in putting up lifts designed especially for skiers, and stopping operations once the snow begins to go. Perhaps early spring and late fall business might not be all that an operator would desire, but even at these times there are hunters and fishermen who want quick transportation up to

(Continued on page 48)



The cable car at Mariasell, Austria, serves some excellent downhill runs.



The Nordkettenbahn cable car is dwarfed by the peaks above Innsbruck, Austria.

The view from the Cortina tramway, in the Italian Dolomites, is magnificent.



*You'd better watch your weight, girls, if you want to keep up with your lithe and catlike gentlemen friends on Cannon Mountain, New Hampshire, this season. Instead of limiting the number of passengers in each car to an arbitrary figure, the management of the aerial tramway is thinking of installing a cumulative scale over which skiers will pass until the weight of a safe load has been registered. Thus it may happen that more skiers per hour will be able to enjoy the lift. So keep your figure trim—and tell that tub of lard you've been going around with to lay off the milkshakes or he'll be skiing by himself this winter.*





by D. TRaurIGE GESCHICHTE (with a nod toward Ring Lardner)

I WANT to tell you about one of the funniest skiers I ever knew. Oh, he was a card all right—you should have seen him when he was really in top form. I'll never forget that afternoon at Alta when he was really rare—maybe you remember, it was the day they had so much trouble with that old lady who fainted when he schussed over the tails of her skis. That was the way he was—always full of gags.

His name was Sylvester—wouldn't expect anybody with a name like that to be a real humorist, would you? Used to call him Syl—for short, you know. Some people called him Syllly, but that always made him a little mad. Hardly blame him, a real humorist like him.

If you ever saw him on the slopes you'd remember him. Used to wear a real racer's outfit—you know, black pants, black parka, beat-up old hat, and a piece of real white silk about two yards long around his neck. Used to let

it trail behind him like a pennant—boy, he had real class.

What was so funny about him? Well let me tell you. You'll die laughing, honest you will. He was always horsing around—like at the bottom of the lift, he'd shoot right up to the head of the line and stand beside some real queen of a dame like he knew her from way back. Everybody would yell at him to get back in line, but he'd just holler something like "Quiet, I'm busy!"—you know, something with real punch in it—and he'd strike up a conversation with this dame. "Hiya, Queenie," he'd say, "Where ya been all my life?" Jeez, he could be funny.

But it was on the hill where he was best. Gosh, to watch him come down through a bunch of people and scare the daylights out of them—I'm telling you, that was something. Some guy would be off on a sidehill trying to teach his girl how to snowplow, maybe, and Syl would

come steaming down on them like he was going to hit the girl for sure. Then just at the last minute he'd swing and spray snow all over the poor guy. I don't know how many times I laughed myself sick at that gag.

What? What finally happened to him? Well, that's the only part of his story that isn't funny. Some sorehead—some guy that was teaching his girl one day when Syl pulled his gag on them—didn't see the point of the gag. Just a bum sport—you know, the kind you're liable to meet anywhere. Well, this sorehead took off after Syl right after he got sprayed with snow. Followed Syl right down the lift line—they must have hit ninety near the bottom. Then just at the last minute, just before they reached the flat, this lousy sorehead pulled in close to Syl and cut him off. Gee, it was

(Continued on page 48)

SKI MAGAZINE, DECEMBER 15, 1951



# Eggbeaters

## On DEMAND



Earl Miller, who falls on purpose to show that he believes in his binding.

IN boxing and other sporting circles, taking a dive is not a respectable practice; and even in skiing circles, falls and nosedives are not highly regarded. But then someone like Earl Miller of Provo, Utah, comes along and makes the practice of falling on skis a very proper business indeed—and what's more, Miller thinks, a safe business. The reason he has so much confidence in his ability to survive spectacular falls is that he has developed a safety binding which he feels is foolproof. That's the reason he takes the falls in the first place—to show people that his safety binding works. Whether or not one believes in the principle of safety bindings, one must admit that Miller certainly makes his look good. He takes all kinds of falls, most of them hard and at high speed, and he has yet to break a leg while wearing his binding. The pictures on this page, taken at Alta, Utah, show Miller in the midst of some of his most dangerous spills—but to him it's all in the day's work. Are you a-r-r-ready, Mr. Miller? Allez oop!

Crossed skis cause another hard fall, this time forward and to the side—a very dangerous spill, Miller says.



Miller thinks that if the binding does not release on this straight overhead fall, caused by crossing the tips of the skis, the result is often some broken leg bones.



To lock his binding, Miller doesn't have to bend; to unlock it, he uses his pole.





*Norse House, New York*



*B. F. Moore,  
Newport, Vermont*

THERE's a moral to this little story, but it's not what you think it is. The woman doesn't always pay—not by a long shot. This time it's the man. And now, Buster, if you'll wipe that leer off your face and concentrate, we'll try to tell you more about the clothes you've been looking at (no, Buster, not about the girls—that's classified information) and about the shops where you can buy them. Remember, Christmas is coming, and every female skier is going to want something in her stocking besides her shapely ankle; furthermore, she is going

*(Continued on page 34)*



*Benedikter, Duluth*

*Now THESE are for*



*Aspen Country Store,  
Colorado*

*Carter & Churchill, Lebanon, New Hampshire*



*Picard, Sun Valley*



*Sourdough, Fairbanks,  
Alaska*



ure for **SKIING**

... and **THESE**



*Carroll Reed, North Conway*



*Norse House, New York*



*Picard, Sun Valley*

are for  
**AFTER-SKIING**

... and **THESE**, of course,  
**COME NEXT**



*Board,  
Los Angeles*



*Sun Valley Manufacturing,  
Boston*





The peaks of Argyll and Perthshire loom above the pines of Ben Dubhchraige.



# SKIING

in the

# SCOTTISH HIGHLANDS

by E. A. JONES

LET us be frank about it. No one would ski in Britain if he could go anywhere else. Yet the Highlands of Scotland lie only ten degrees south of the Arctic Circle, in the same latitude as South Alaska. Their barren slopes offer snow from January to the end of April and often well into May. The Scottish Ski Club has gained strength steadily since it was founded in 1907, and post-war currency restrictions have forced more and more British skiers to rely on the sport obtainable in their own backyard.

The great drawback to Scotland as a skiing ground is its utterly unpredictable weather. Conditions fluctuate wildly from day to day and year to year. In 1931 a press campaign drummed up Scotland as a second Switzerland and

hundreds of Britishers flocked north for a cheap winter sports holiday. That winter was one of the mildest on record. Not one of the visitors got a single day's skiing throughout the whole season. In contrast, the 1950-51 season began in the first week of December when the whole country was blanketed under feet of snow. Continued falls gave every prospect of skiing right into the middle of May.

In winter, Britain is a battle ground for warm air streams from the Azores and sub-zero ones from Arctic Russia. The front sways back and forth over the island. In Scotland it can be down to zero at daybreak, snowing at midday and pouring with rain by nightfall. The Scottish Ski Club issues daily forecasts

on snow and weather conditions. Similar forecasts are broadcast every Friday on the Scottish Radio and everyone is warned to check with the club on snow conditions before setting off for the hills.

There are no funiculars, ski-tows or any other mechanical aids, because the locations of the best snow slopes vary from year to year. No one has yet been able to decide on the best place to construct a tow. Every foot of downhill run must be earned by as much, or more, of uphill slogging, and the four hotels which cater for winter sports are a long way from the snowfields.

But the main curses of Scottish skiing are wind and cloud. In one year a rainfall of 240 inches was recorded on the

(Continued on page 41)

*In a good year one can tour more than thirty miles on the 4000-foot peaks of the uninhabited Cairngorms.*

*Inns are scarce in the Highlands, so those who want to ski must pack their own bed and shelter.*





# MOUNTAIN INFANTRYMEN

Several changes have been made in the organization of mountain troops since the days of the gallant Tenth Division and of the Italian campaign.



by TSgt ELMER R. ILL, U.S.M.C.

LEATHERNECK STAFF WRITER

WHAT has happened to the Army's Ski Troops? Many of the nation's best skiers have been asking this question since Korea. It's a good question—one that needs an answer. Everybody remembers the Tenth Mountain Division of the last war, which trained at Camp Hale, Colorado, and went on to fight gallantly in the Italian campaign. Now that we are in what some people think might almost be called another war, fought in mountainous country that has a severe winter, the question of what has happened to the Army's Ski Troops is of more importance and interest than ever. And a great deal has happened to them—but first, a little history:

The Tenth Mountain Division was at first composed entirely of skiers and mountaineers. It was only later, just before the Division went to Italy, that its ranks were filled out with ordinary infantry personnel who were given some mountain training as they were integrated with the older troops. But when World War II was over, the Army began to take stock of the personnel in the mountain troops, and it was surprised to find that a large percentage of the men in these units were highly intelligent enlisted men capable of the duties demanded of officers. So great was the number of these intelligent and capable men that promotion was slow and full advantage could not be taken of their knowledge and technical skill.

The upshot of this survey was that the idea of mountain troops as separate and continuing organizations was


abandoned. A new idea was introduced and put into practice, the idea behind the training of mountain troops which goes on today at Camp Hale. Instead of training a division of experts which will go into action as a unit if the terrain happens to favor its use, the new plan calls for the training in mountain work of small groups of men from other units; once trained, these men go back to their original units, where they are always available if the unit is in a situation where such specialized knowledge is needed.

Naturally, skiing is still a large part of the training given these detachments of mountaineers-to-be. In the winter, Camp Hale offers nature at its worst—deep snow, extreme cold, and mountains of all sizes up to 14,000 foot peaks. Snow depths range from five feet on the level to one hundred feet in drifts, and the temperature has been known to drop to sixty below zero. This is the ideal place to teach infantrymen the art of survival in winter.


All men sent to Camp Hale are treated as beginners, regardless of their experience. The large majority of them are actually novices—some have never seen snow before. When the newcomers arrive at the camp, Captain Ray Zoberski, the senior instructor, and Sergeants Richard Whitmyer, James C. McGowan, and others take them in hand and give them their first lesson, the only one held indoors, on the maintenance of ski equipment.

The next lesson is in ski drill, which is just like close order drill except that





1. The skier prepares to start a stem turn from a traverse. His weight is distributed equally on both skis; his body is upright.



2. He begins to open and stem his lower ski and at the same time to move back his uphill shoulder, called counter-rotation.

FOR

# Experts

IN THE MAKING

A REVIEW OF SKI TECHNIQUE

BY FRED ISELIN

PHOTOGRAPHS BY PATRICK HENRY

## STEM TURN

Third of a series of photographs in which Fred Iselin, Co-Director of the Aspen Ski School, demonstrates the basic movements of skiing. This month you see him making a stem turn; next month he will teach you the parallel pole turn and the parallel uphill turn. After that, the turns demonstrated become increasingly difficult, so you'd better master these lessons to prepare yourself for things to come.




3. Once more the skier is in full traverse position. Note position of body and hands.




4. The inside ski begins to close in and move slightly ahead to traverse position.


The stem turn gives the novice the necessary foundation for the high speed parallel turns he will learn next. The rotating motions, the timing, and the knee action are all used in a high speed turn, but it is much easier to learn them at the low speed required for a stem turn. Once learned, the stem turn is never forgotten — even the experts use it from time to time. And you're an expert-to-be.




3. Now, with his weight on his lower ski, he begins to stem the uphill ski. Note the steady position of hands and poles.




4. The uphill ski is now in position to allow the skier to initiate a turn by shifting his weight and rotating his upper body.



5. As he rotates and shifts his weight to the outside, that knee gradually sinks down. There is no sideward motion of his hips or upper body, still held erect.



6. Throughout the turn, he keeps the tips of his skis together. The outside ski moves very slightly ahead during the turn, and both skis are edged inward.



7. At the end of the turn, the outside shoulder has come around in full rotation and the knees are at their lowest point.



# Skiing WEST YELLOWSTONE



*Skiers travelling by snow plane to the untracked slopes of the back country stop to watch Old Faithful erupt through the snow.*

IN most parts of the country, skiing is simply skiing, with a little mountain scenery of the sort skiers expect thrown in for good measure. But at West Yellowstone, Montana, there is skiing as usual plus such weird and wonderful attractions as Old Faithful geyser and the ice formations on surrounding trees caused by frozen steam from the eruption of the geyser; herds of buffalo grazing where the snow is melted by hot springs; deer poking their heads in cabin doors; and flocks of ducks in the warm Firehole River, far north of their usual winter quarters. And of course there are the

usual features of a good ski resort: a chair lift, wonderful powder snow, large open slopes, plenty of accommodations, and easy access by two highways, two railroads, and a couple of airlines. Trips into the deep-powder back country can be made by snow plane, a machine that is half plane, half jeep, and is mounted on three skis. Hans and Ruth Sarbach are the twin engines behind the development of West Yellowstone as a ski resort, and Ruth Sarbach sums up her feeling about the area this way: "In the West the skiing's best, and it's even better at West Yellowstone."

PICTURES by RAY ATKESON



*Deer visit a cabin near Old Faithful.*



*Snow planes wait at the Stage Coach Inn.*

*Hans Sarbach sweeps down the slope below the lift.*



*The Lion Head ski area, West Yellowstone, Montana.*



# SAGA OF A *Sportsman*

Einar Bergsland, who will set the slalom courses for the '52 Olympics, has found that life is best if work and play are one.

by RED AUSTIN



*Geniality is the Bergsland trademark.*

"WHEN you write about me, be sure and say that I have done nothing unusual, that any Oslo boy or Norwegian boy could have done the same."

This honest but slightly exaggerated admonition came from Einar Bergsland when I called on him for an "official" chat. Skiers over the world have come to know Einar Bergsland as competitor, team leader, organizer, administrator and good fellow. His most recent position was Secretary General of the FIS, and the '52 Olympics will have him (because he is now a member of the FIS Downhill Slalom Committee) as Course Setter and Chief of Course for the Giant Slalom, and Course Setter for the Slalom. He is glad about his change in the FIS: "I don't mean to get rid of the old boys—keep them around to advise, calm things down, but take in new blood and shift responsibility."

Einar began his career as an Oslo boy in 1909, and has excelled at it ever since. The electric tram line was not built very far into the country then, so on winter school mornings Einar and the boys skied to the nearest station, or if the snow conditions were especially good, they skied the seven kilometers all the way to school. After school and over weekends he jumped on Huseby Hill right behind his house. "One year I grew seven inches and from then on it hurt my knees to jump, so I took up the long run."

He grew up running through the fields and forests that lie almost within the city—in summer racing distances from the mile to 10,000 meters, and on relay teams; in the fall, military patrol running; and in the winter doing the "long-run" or cross country. To keep spring time from becoming dull he rowed crew eights. "I was the son of my father,

and I wasn't working because I was in school, so I had time to train."

Training is for competition, as well as for fun, and races came thick and fast. In the winter of 1928, he was third in the cross-country try-outs for the '28 Olympics and that Spring his boat won the Junior Championship of Norway, and beat the Senior boat for good measure. He finished ahead of Johan Grottnumsbaaten in a 30 kilometer race in 1929, and in 1930 Einar won the district championship—creating a reputation as a long-runner which has not yet died here in Oslo. There was only "Combined" in those days, no special Cross Country, so even though he was picked for the 1931 World Championships, he could not compete.

Out of school and having to earn money, he set up a sports shop in Oslo's main street, Karl Johans Gate, instead of going into the family textile business. Beginning a business does not leave time for severe training and his record slipped to a 26th place in the 1932 Holmenkollen 50 kilometers. But he was 11th in a 60 kilometer run in 1933 and third in a military patrol long run in 1934. Plus this he won, at Solleftheaa, Sweden, a 35 kilometer race for teams of one man and one dog, the latter pulling a sled of his own weight. "That was a good dog," Einar says. Competing is not all for winning, and he kept up with other sports: Soccer, cycling, swimming, forest running, bandy (a version of field hockey on skates) and relay race running.

Why he did not have enough to do already I do not know, but dropping rowing he took up golf—not a Sunday afternoon round, but seriously. He played in 85 tournaments from 1933-1940, playing on the winning foursome


in the Scandinavian Championships in 1934, and won the Norwegian Championship in 1939. A sportsman with wide interests and vision, he helped to introduce ice hockey and badminton to Norway. His only proud statement about himself is, "I wasn't a great sportsman, but I was 'all-round.'"

Also alert to the growth of skiing, he and several others introduced slalom to Norway at Spiterstulen during Easter 1934 (Walt Prager and other Swiss attended to demonstrate slalom and learn Aquavit consumption), and won the first Swedish international slalom race in 1936 and another in Norway the same year. In 1938, during Easter at Galdopiggen (with Warren Chivers representing the United States), Einar was third—the first Norwegian.

"I found my interest grew in the line of administration and organization of

*(Continued on page 30)*





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## How Sharp are your Edges?

PRETTY sharp, are they? Well, here's a multiple answer quiz that will really loosen up the breakable crust between your ears and prove once and for all whether your head has anything in it besides packed powder. Here's what you do: Underline the answers you think are correct; then add up the numbers of the answers you have chosen and divide by 7.03265. A result of more than zero is well above college average. Are you ready? Let's go:





When you round a bend in the trail and see a sight like this you should


1. check.
2. double check.
3. shout "Track!"
4. call the Ski Patrol.



This man is

1. comfortable.
2. uncomfortable.
3. filling a sitzmark.
4. drunk.

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 S. A. ESERCIZI DEL SESTRIERE  
 VIA GOBETTI, 19, TORINO, ITALY  
 Cable address: TURISES — Torino





This is

1. Florida.
2. Kansas.
3. a mirage.
4. a bad place to spend the night.



This man is

1. insane.
2. in a hurry.
3. playing *Drop the Handkerchief*.
4. looking for the men's room.



This is

1. true.
2. false.
3. impossible.
4. a safety binding.

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Planning ski weekends and holidays is easy with the new 1952 edition of "Ski New York." This handy, 56-page book tells all about New York State's 64 great ski centers. Packed with important ski data, accurate maps, and 27 photographic illustrations. Every skier needs a copy!



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A new Bergmann model this season. Tops in Ski Boots. Illustrated below.  
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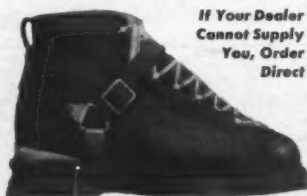
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Ski Master ☐ Cascade ☐

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My dress shoe size is \_\_\_\_\_ Enclosed M.O. ☐ Check ☐ C.O.D. ☐

## By Jove!

(Continued from page 11)

but the preparation of courses is always an expensive business. At Mürren the preparation of the slalom for the Arlberg-Kandahar in mid-March begins with the new year, relays of men walking down the course and tramping it day by day.

As against these expenses there are some receipts. Spectators pay a franc apiece. At St. Anton, 10,000 paid to see the Arlberg-Kandahar slalom in 1949, and judging by the contrast between the hotel which was overcrowded during the races and half empty immediately afterward, that particular race was a commercial success; but a race like the Wasserngrat-Derby or Gorngrat-Derby costs every centime of 5000 francs net and it is not easy to see what the hotel keepers get in exchange. Certainly they get very little publicity that counts. The French press may report a French victory. The British press are utterly uninterested in races in which there are no British excepting among the also-rans, though they will give good publicity to the Duke of Kent or British Championship.

As an entertainment for hotel guests, racing is far less of an attraction than it was. In the early days of downhill racing, the courses at Mürren or Wengen were crowded with British visitors, all of whom hoped that Mackintosh or Bracken or Peter Lunn, as the case might be, would defeat the Swiss, as indeed they often did; but the genuine holiday skier has no chance against present-day state-subsidized career skiers.

In spite of everything, I am inclined to think that the present system of the racing stables will continue for some time yet. The Marxist interpretation of history is incorrect, for economic factors are not all important. If the prestige of Lindenalp depends on attracting all the stars to their great race and, if possible, enticing them away from the great race in the rival valley, the Lindenalers will continue to put their hands in their pockets however little return they get for their trouble. Anyhow, that is their concern, not ours. What interests me far more is the problem of the genuine holiday skier. By "holiday skier" I mean the skier who has something else to do in life but ski, the student who skis between his University terms, the young man who has entered the professions or business and is lucky to get three or four weeks skiing in the year. No Olympic amateur definition is the least use to the holiday skier. In Europe a professional might be defined as a skier who is not good enough to race for his country. Everybody who makes the team is ipso facto an amateur.

Twenty years ago the British amateurs could hold their own against the best of the Alpine racers, but in those days we were only against profession-

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als! Once the ski-teachers, excluded from the Olympics, were replaced by state-subsidized amateurs we soon faded out of the picture.

The odds against the holiday skier are aggravated by the fact that not only has the standard of the best improved, but there are at least ten times as many races in the top class as in the old days. In the first Academic International Downhill, one minute separated the winner from Number 2 and two minutes separated Number 2 from Number 3. In the Arlberg-Kandahar of 1951, half a minute separated the winner from Number 50. There were seventy-three starters in the '51 A-K. In the '32 A-K there were nearly twice as many starters, 140, but whereas a lag of thirty seconds behind the winner brought one down to 50th place in '51, the same lag was good enough for 6th place out of 140 competitors in '32. One of the crack American Internationals was 61st out of 73 at Sestrières, but only 39.6 seconds behind the winner—a lag which would have earned him 9th place out of nearly twice as many competitors in 1932.

The only solution for the problem of the holiday skier is the basis adopted in the Duke of Kent Race, from which all skiers are excluded who are domiciled in skiing country and who have spent more than sixty days on skis in the previous winter. Competitors sign a declaration on their honor, and whereas it is considered quite fair to make rings around the Olympic rings, nobody cheats in the Duke of Kent.

Mr. Roland Palmedo and Mr. Agustine Edwards of Chile have laid the foundation of a new International (ILAS, the International League of Amateur Ski Clubs). This league will be confined to clubs who cater for holiday skiers. ILAS will recognize the supreme authority of FIS but will try, by organizing events on both sides of the Atlantic, to prevent the holiday skiers' being turned into spectators. Thus the skier who has something else to do in life but ski can compete with some hope of success and can, in any case, get a lot of fun out of racing against his peers.



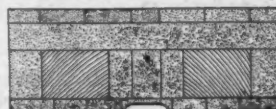
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**SPLITKEIN**  
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## Mountain Infantry

(Continued from page 19)

the men use skis instead of rifles to carry out the commands, changed slightly to "right shoulder, skis," instead of "right shoulder, arms," and so on. Then the men are taught to walk on skis, to climb, to traverse, and finally to snow plow. Side-slipping and the various christiania turns are taught next, but the men do not leave Camp Hale as experts. They ski well enough to enjoy it and to enable them to perform the serious part of their duties, and that is about all that is expected of them.

Military maneuvers in deep snow and in the dead of winter and, even more important, the problem of survival in the mountains under such conditions are the heart of the serious part of their training. Cross country marches of ten or fifteen miles come first. Loads and distances are gradually increased until each man is able to carry a full pack and his weapon on any march that comes along. Then the problem of firing weapons in deep snow is taken up. A machine gun jumps when fired and will bury itself in deep snow; so will the 60 or 81 mm. mortar. To prevent this, emplacements can be dug down to solid ground, snowshoes can be lashed to the gun mounts, or branches can be bound together to make a bed for the weapon.

The mountaineer must learn to find and use whatever shelter is available. Tents are hard to pitch in deep snow, so anything from a rock overhang to a lean-to built of evergreen boughs must be utilized.

It is not always possible for the mountain infantryman to carry enough food for a long stay in the hills—and it is sometimes difficult to get food to him from a base at the rear—so the soldier must learn the art of trapping small game with a wire snare and a couple of bent saplings. The members of the different units in training are split into teams of two men; each team has a Coleman stove between them which is used for cooking—and also for waxing skis, for warmth, and for anything else that comes along.

But in country that is not completely inaccessible, the snow weasel, or cargo carrier, takes over the job of keeping the mountaineers supplied. This tracked machine can negotiate almost any incline, cross any snowfield, and is to the mountaineer what the jeep is to the ordinary infantryman. It can also be used to tow several men on skis over flat terrain in a hurry, and it can be used as an ambulance should the need arise.

And finally, as it must to all skiers, spring comes to the mountain infantryman. But his training is not yet over. In May he takes to the climbing ropes,  
(Continued on page 32)



THIS

NOT

THIS



## The Safety Binding

For \$5.00 You CAN'T Lose

Proven for Years—Replaces Old Toe Irons

Ask us for Leaflet—"How Saf-Ski Works"

WARNER-WRIGHT, INC. | HJALMAR HVAM, INC.

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SKI MAGAZINE, DECEMBER 15, 1951



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are Best!**



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- Metal toe scuffer
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- Foam rubber tongue and ankle pads

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**BARGAIN!**

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**SKI PARKAS**



FUR-TRIMMED HOOD!  
DRAWSTRING NECK!

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Small size, for girls  
and men ... 34 to  
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Fine, water-repellent  
cotton poplin. Revers-  
ible—khaki on one  
side, white on the  
other. Half-button  
front, two entrance  
pouch, drawstring  
bottom.

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UTAH

**One For the Boys**



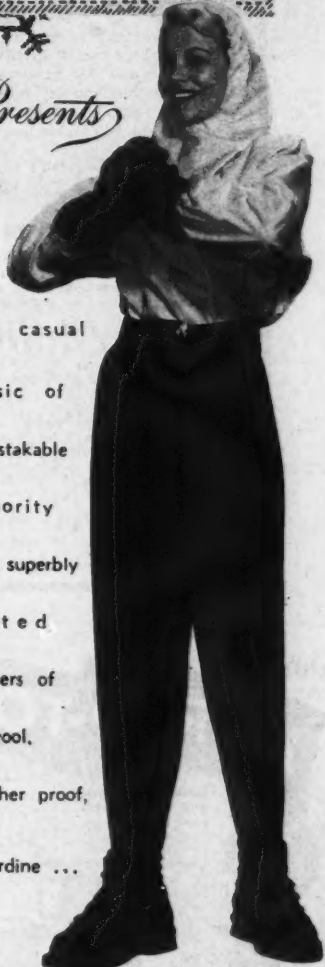
Now here's a picture of Miss Jean Hughes, a candidate for the National Ski Patrol out in the state of Washington, as she tries to think of an answer to the question being asked her by Dr. Otto Trott: "How do you find a man buried in an avalanche?"

Miss Hughes demonstrates her answer in the picture below. You just r'ar back and give with that old hog call—and if the poor guy has an ounce of strength left he'll come a-running, avalanche or no avalanche. If he had any inkling that a good-looking blonde would come looking for him, he probably got himself buried in the avalanche on purpose. This is no way to prevent accidents on ski slopes. What's going on here, anyway?



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trousers of  
all-wool,  
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cloth ...  
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**SUPER POWER MODEL "CK"**—extra-high power 10½ h.p. ONAN engine with special carburetion for extra-high altitudes optional. No increase in size or weight.



Own the model Porta-Tow to fit your specific needs. All Norro Porta-Tows come fully equipped including Columbian Ski Tow Rope. Revolutionary new torsion back drive eliminating rope wear and slip—page optional at extra cost. Convenient dolly-type trailer optional at extra cost.

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Ski Tow

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## Sportsman's Saga

(Continued from page 23)

skiing," Einar told me, and he began a private campaign to spread the sport to more people. He kept on working with racers, though, and became one of the non-skiing Captains and Managers of the Norwegian Olympic Team in 1936, and was leader of the Norwegian FIS Downhill-Slalom team to Zakopane in 1939 and was the same with the Olympic team of 1948. From 1939 to 1947—during the war—he was a member of the Norwegian Ski Association Training Committee. This is a very important group in charge of training for all competitors in all clubs in Norway. And in the years 1939, '40, '46 and '47, he and Colonel Bloch-Hansen ran the entire Holmenkollen Competition—undoubtedly the biggest organizational and spectator event in the world of skiing. The 1952 Olympics are based, organizationally and technically, entirely on Holmenkollen. An organization now run by 15 men and 450 regular helpers (many of whom work all year round) was managed by these two men. Lauritz Schmidt, President of the Association from 1939-46, said, "Einar was my best helper in those days, a wonderfully pleasant fellow."

His business and sports record caught up with him finally, and in 1949 he was made Export Manager, Winter Sports Equipment expert and general consultant on all sports equipment for the Gresvig Company. It makes me tired to think of so much work.

Sports didn't exist in Norway during the War—of over 300,000 sportsmen in the country, only about 300 would compete at German request. Einar was one of those who "laid down" sports because sports were a part of his life, and neither he nor the others would share any part of their life with a conqueror. Players, summer or winter, had to go into the forest to find a few enjoyable hours, a taste of the old life. It was in hidden glades and on snow fields distant from prying German eyes that Einar, Tomm Murstad, Sigmund Ruud and others went to work photographing and writing the sixth edition of Einar's ski book which was first published in 1935. *Paa Ski* (On Skis) came out in 1946, and it is the best, most complete ski book I know. Einar took over 2,000 pictures to illustrate *Paa Ski*.

The war ended, bang, sports were free again. "There was May 8 (end of the Occupation) and on May 9 we were there, in the old committees, planning, working, making up for lost time," he told me. But sports life had suffered materially during the war so the Norwegian Government gave Einar one and a half million crowns to go out and buy equipment to build up sports again.

(Continued on page 32)



## "Tops them all

in fit, support,  
comfort, construction."  
says Barney McLean  
America's best-known skier



**SUPER**  
—with  
plastic  
heel and  
ankle  
stays.  
**\$42.50**

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THE FINEST BOOT IN SKIING

**WORLD CHAMPION**—racing boot with adjustable inside ankle support.

**VICTOR**—the quality beginner and intermediate boot on Super lasts.

**FITMASTER**—with inner boot soft as a glove.

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## Laurentian Log

By CHARLES E. TOWNSEND

A former Vermont skier and advertising executive now living in Canada gives his impressions of several of the resorts north of Montreal.

### Mont Tremblant Lodge—

**P**ERSONAL expression of the region's foremost winter sports promoter—the late Joe Ryan. Longest snow season and most varied terrain in the region.

### Mont Gabriel Club—

**T**HE place that had everything but a profit. Now undergoing a face-lifting by Resortman-Contractor O'Connell, new owner. Logically enough, his first step was a better road.

### Lac Onimet Club—

**T**HE profiles of Tom Wheeler and his co-hosts and those of Mont Tremblant and the 1200-lb. moose brought out of the bush by 'plane mingle in one's memory of his newest resort.

### The Laurentide Inn—

**W**ITH the lake at its feet and the village at its back, a blend of fine country living and first-class city conveniences.

### Far Hills Inn and Country Club—

**W**HERE no guest has failed to retire for the night under his own steam—or to return for another visit. Highest location in the Laurentians.

### Ste. Adele Lodge—

**S**OONER or later you'll see everyone you know in their cocktail rendezvous. But you won't recognize the lobby, once its renovation is completed.

### The Alpine Inn—

**T**HE sort of spot New Yorkers would make their weekend H. Q.—if it were 45 miles from New York, instead of from Montreal.

### Chalet Cochand—

**P**LEASANTLY "horsey"—in and out of season. Here, food is a fetish.

### Gray Rocks Inn—

**N**EWCOMERS should string a cord from lobby to tavern, to assure their return. The Laurentian's oldest hostelry and a favorite with the U. S. trade.

### The Chantecler—

**A** SELF-contained estate possessed of everything from a luxurious inn to its own fire department. You'll be amazed at its appointments.

*The winter world of beauty,  
When shared with you, is grand,  
But, Honey, please let go now—  
We can't ski hand in . . .  
CAR-R-RUNCH!*

—DORIS WILDER

jump  
right  
into  
Duofold



Daytimes—take your downhill runs with ease. Evenings—before the fireplace—be at ease. Duofold Ski Underwear guards you against outdoor chills . . . fits smooth as a second skin. And, there's NO WOOL ITCH! For this underwear—designed for sport—has two thin layers knit together with tiny interlocking stitches. The inner, next-to-you layer is all soft cotton for comfort. The outer layer contains wool for warmth. No wonder Duofold insulates with lots less weight. Smartly styled in Sun Valley Red (available in white, also). For sample of fabric send coupon.

Selected for use by the  
U. S. Ski Team at the  
1952 Olympic Games  
in Oslo, Norway.



**COTTON**  
INNER layer  
for COMFORT

**WOOL**  
in OUTER layer  
for WARMTH

Duofold Ski Underwear is made in shirts and longs for men and women, skating briefs for women.

**Duofold**  
*2layer*  
**SKI UNDERWEAR**

DUOFOLD, INC., Mohawk, N. Y. Dept. T-59

I'd like to see how Duofold 2-layer fabric is made. Please send free sample to—

Name .....

Address .....

# THE WORLD'S FASTEST Skis

Now available to you  
for the first time  
in America



## DYNAMIC SKIS

Worn by  
EUROPEAN  
CHAMPIONS  
1949 • 1951

including  
**JAMES COUTTET**

World's Amateur  
Ski Champion

HOLDER OF THE  
DIAMOND OF  
KANDAHAR

### DYNAMIC SKIS

give you these  
outstanding features . . .

- Laminated of 21 pieces
- Sole in true "Cellolix", requiring no wax
- Special Salomon edges
- Ridges and sides plastic protected
- Tip and heel protected
- Dynamometre  
(Guaranteed 100% against defect)

"La Marque  
des Champions"

Send for Free Booklet

**Le Trappeur inc.**

131 Newbury Street Boston, Mass.  
Tel. CO 7-1566



Wade Hampton

MONT Tremblant Lodge will have another famous professional on its staff this winter when Wade Hampton, open class winner of the 1950 Quebec Kandahar and winner of third place in last year's Canadian Nationals, takes over his duties as head of the newly-organized Ski Patrol. Hampton is something of an innovator in skiing circles; he was the first to use mirrors to instruct beginning skiers. He is a member of the Canadian Ski Instructors Alliance and has directed a brace of Laurentian ski schools in the past two years. In the summer he directs the Mont Tremblant Water Ski School.

### Mountain Infantr

(Continued from page 28)

and learns to use piton, piton hammer, snaplinks, and all the paraphernalia of the summer mountaineer. But a good many of the men express a preference about which part of the training they like. And that is—you're right—the skiing part.

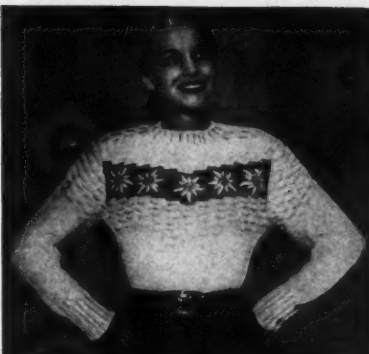
### Sportsman's Saga

(Continued from page 30)

"Boy, was that fun," and his reminiscent grin was one of delight.

While revolving in this mad orbit of sport and business, Einar managed to marry a charming wife, have two children, build a house, take over 14,000 Leica pictures, take his family hunting, fishing, have a holiday or trip occasionally, and still have time left to brush his teeth. Busy as the past was, his present is equally busy, living life more for other people than for himself.

This man who did what anyone can do in Norway, where sport is as much a part of life as eating, sleeping and beer, says, "The sports idea must spread; we need ski areas, ski towns, so that sport is available to everyone." He has, plus administrative activities, himself been in 375 sports competitions and collected 150 prizes in skiing. He is a smiling, genial example to the ski sport and to skiers.



WRITE FOR

## FREE NORSE HOUSE GUIDE

to proper selection of  
ski clothing & equipment

## NORSE HOUSE

"First Choice of Skiers Everywhere"

57 West 46th Street  
New York 36, N. Y.

**FASKI (Green)**  
GIVES CONTROL-  
CONTROL GIVES  
SAFETY!

OFFICIALLY SUPPLIED  
TO THE UNITED STATES  
AND CANADIAN  
OLYMPIC SKI TEAMS

DISTRIBUTORS  
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PHARMACIST'S  
FORMULA

**Blistex**

IMMEDIATE and  
highly effective RELIEF  
for COLD SORES  
FEVER BLISTERS  
and CHAPPED LIPS

Available at all leading drug and  
department stores. Only 35c

## Quick, Henry— The Flit

SKI slopes may not be ideal locations for a girl to bewitch men, but at the same time there is no reason why any opportunity, however slight, should be overlooked. Not that many girls are likely to overlook an opportunity, bless their hearts, but they may dissipate their energies unless they do some careful planning.

For instance, take the matter of perfume. Instead of using some nice outdoorsy, pine-scented *eau d'Everest*, it would be much wiser to choose a heady, strong—not to say seductive—*attar d'Egyptian Harem*. The scent of new-mown hay, of pine and old mushroom blossoms, is almost certain to be completely lost in the wide open forest air of a ski slope; but a strong languorous perfume, the kind you might not dare to wear in a place where you couldn't make a quick get away, will stand out in stark and dramatic contrast to the surrounding atmosphere of milk-fed health.

Once the proper scent has been selected, don't waste it in those secret places so dear to the hearts of ballroom *femmes fatales*. When you are dressed for skiing, a few drops on the eyebrows, at the lobes of the ears, on the wrists, or in a bit of cotton wool fixed to the back of your ski club pin with a bit of scotch tape will do more than any amount placed where your plunging neckline ordinarily ends.

You'll have to be careful, of course, particularly if you have any desire to get off by yourself to practice a little slalom. Perfume is the oldest and most subtle lure in the world, and its effect, especially on some of the more Neanderthal of our male skiers, may be mountain shaking.

Before you go in too heavily for the art of outdoor perfuming, be sure your ability on skis is such that you can at least keep even with any pursuing male. Don't get too good; half the fun is the chase—but the other half is the capture, and don't ever forget it.



## NO *Broken* BONES ABOUT IT! You Are SAFE With The U. S. STAR BINDING

Step In - Snap Shut  
Easy to Put On - Excellent "Feel"  
Full Downpull at Heel



PERFECT  
SKIING  
CONTROL

WILL NOT RELEASE IN NORMAL USE NO MATTER HOW HARD YOU SKI



Triggered Release  
Pre-Set at Factory  
Simply turn Front Screw  
to Adjust from  
Easier to Non-Release  
Write For Free Booklet

- ★ Safety Action Entirely Independent of Heel-spring Tension in Forward Falls—where most "Safety" Bindings Fail.
- ★ Quick and Simple Installation—Anyone can do it Right. No Cables to Lose or Hitch Brackets to Drag.

Price  
**\$12.50**

WARNER-WRIGHT, Inc.  
So. Londonderry, Vt.

DISTRIBUTORS

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### CLUB EMBLEMS

*Designed by a Skier for Skiers*

**GSC-NY**

COURTESY: PERMAN SKI CLUB OF N.Y.

also: POSTERS, COVERS, BOOKLETS, ADS, etc.

Please contact:  
**SASCHA MAURER**  
GAYLORDSVILLE.COM

### Skiers Business Opportunity

## STOWE, VERMONT

Combination Restaurant and Ski Lodge for sale. Best location in town. Middle of Main Street. Exceptional opportunities.

- ★ Snack Bar
- ★ Dining Room
- ★ Well equipped kitchen
- ★ Terrace for summer use
- ★ Beer License
- ★ Room for 20 skiers upstairs

Price \$35,000. For terms and detailed information write

**The Village Restaurant, Inc.**  
Stowe, Vermont

### SKI-EM-ALL

FROM

## Moose Mt. Lodge

Hanover, N. H.

See WHERE-TO-STAY DIRECTORY appearing elsewhere in this issue

YOU'LL MEET YOUR FRIENDS

## GRANLIBAKKEN

LAKE TAHOE



*...the Original*  
**PLASTIC SKI BASE**

*...Now better than ever;*  
**SMOOTHER!  
TOUGHER!  
FASTER!**

**GLAZITE**  
*Regular*  
...better than ever!

Just brush it on!  
One coat lasts a season.

Ice and rocks hardly scratch it.  
Will not soil your clothing.

GLAZITE is fast on any snow; —  
however,  
your favorite running surface will adhere!

*New!*  
**GLAZITE #2**  
**PLASTIC SKI BASE**

Developed for skiers and  
rollers who are making

Any wax will adhere to GLAZITE #2.  
(Lacquers adhere best to GLAZITE Regular)

Contains  
speed wax!

**GLAZITE #2**  
...for wax skiing  
and racing!

**TWO KINDS of GLAZITE:**  
GLAZITE Regular, or  
GLAZITE #2

Make your skis plastic skis, only \$1.50  
Get your choice at any ski shop...

**PLYMOLD CO.**  
2707 Telore Avenue,  
BURBANK, CALIFORNIA

## Fashions

(Continued from page 16)



White Stag's "Swiss Miss", in glacier, navy, and platinum, with embroidery to accentuate this season's tapered look.

to want to look just like the models in these pictures (no Buster, no telephone numbers). Now pay a little attention, will you?

Take a look at the two lovely ladies at the upper left. They are modeling parkas which are part of the large collection at Peter Pringsheim's Norse House, 57 West 46th Street, New York. The parka on the left is called "Winter Magic," the one on the right "The Yodeler." Both are by Sun Valley under an exclusive arrangement with Norse House; the former is of blizzard cloth nylon in scarlet, coral, aqua and dawn-blue, with a V-shaped front and cuffs knit in black. The collar can be worn down or up, or as a turtleneck; sizes 10 to 18 at \$18.50. The little hat that can be worn with it is a new import from Norway; in white, navy, red or blue, it is priced at \$3.25.

"The Yodeler" is a hooded parka with peasant needle designs worked in colors around the neck front and shoulders. It is made of Airnyl—nylon mixed with cotton for greater durability—and priced at \$19.95. In black, navy, or grey, sizes 10 to 18.

The pert young lady with the pigtails is wearing a very handsome hand-knit sweater imported from Switzerland by the Aspen Country Store in, naturally, Aspen, Colorado. It comes in grey, navy, blue, yellow, and black, and is priced at \$24.95 for women and \$25.95 for men. For those who prefer to knit their own

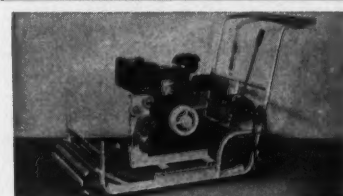
**MORE THRILLS WITH**

**Northland SKIS**

Ride the crest with Northland's and thrill to every slope and turn. Whether novice or expert, you'll get the greatest enjoyment of using the world's finest skis. You can depend on Northland's—the choice of most Olympic skiers.

IMPROVE YOUR SKIING: Write for Northland's free Ski Manual edited by Hannes Schneider. (Offer does not apply in Canada).

**NORTHLAND SKI MFG. COMPANY**  
120 Northland Park, North St. Paul 9, Minn.



### CAT(erpillar) TRACK SKI TOW

The safest and the easiest to use and the only

- Truly portable • Self loading
  - Self propelling ski tow
- No lifting or hauling. Travels up to 6 m.p.h. 8 1/4 h.p. engine. Climbs any hill. Loads itself into your auto trunk. Rugged tubular frame. Low cost stationary ski tows also.

Address inquiries to:

**THE CAT TRACK SKI TOW**  
866 Marshallfield Ferndale 20, Mich.

**SKI** 135 miles from New York City in the Catskill Mt. Snow-hole.

## BELLEAYRE MOUNTAIN



- 3000-foot Chair Lift
- 650-foot Rope Tow
- 2000-foot Platter Pull Lift
- Certified Ski School
- Well Maintained Trails

Ideal for Inexpensive Vacation

Adult Season Lift and Tow Ticket Only \$35.

For trail map, price list and snow information write or telephone.

**Belleayre Mt. Ski Center, Pine Hill, N. Y.**

Pine Hill 2501 or Murray Hill 7-4850  
Operated by N.Y.S. Conservation Department.

sweaters, the Aspen Country Store carries unscoured wool yarn, containing the natural oils of the wool which serve to make the finished product more wind and water proof. It is available in several colors and costs \$5.00 a pound.

Just below the Aspen sweater is (you won't appreciate this, Buster) an uninhabited sweater with a neck design of Edelweiss, the mountain flower, a motif featured this winter by Marjorie Benedikter, who also makes some elegant and amazingly well-fitted ski pants for women out of sheen gabardine. The Benedikter address is North Shore Manufacturing Company, Duluth, Minnesota.

To the right of the empty sweater by Benedikter are a pair of lovely models imported from Denmark by Carroll Reed of North Conway, New Hampshire, and introduced to the ski world at his fashion show last summer. The one on the left has a cardigan button-front in a white ground with blue, red, and brown designs; that on the right has a design of Runic inspiration and an unusual raised knit overall figure in an oval pattern.

Directly below the Danish sweaters, we have the Witch parka designed by Sun Valley and used by the American Women's Olympic Team. Moving to the  
(Continued on page 36)

*A handsome after-ski suit in plaid, worn with genuine Navajo moccasins and a Kerry Blue. From Aspen's Pied Piper.*



SKI MAGAZINE, DECEMBER 15, 1951

*It's Sun Valley again this year . . . .*

## WITH THE NEWEST STYLES AND COLORS IN SKI PARKAS AND JACKETS



Again this year, the finest line of authentic Ski wear in the country bears the name Sun Valley . . . all the latest styles and the newest colors.

See the new, improved "RASCING" models . . . the sensational new "SKI MAESTRO" model Trousers . . . and the many other fine Sun Valley Ski Parkas, Jackets and Trousers — you'll find them all at better stores and ski shops everywhere.



Sun Valley is an official outfitter of the U. S. Olympic Team.  
**Sun Valley Manufacturing Co.**  
19 Portland St., Boston 14, Mass.

## The Newest in Ski Accessories

Imported by  
**MONT-BLANC**

Distinctive equipage with the flair and favor of the French Alps, exclusively distributed in the United States by Mont-Blanc. Write today for free catalog.



### B-52 SKI GOGGLES NEW FROM FRANCE

Proved by champion racers. Shatterproof, flexible, fog- and glare-proof, 100% protection. No breakable parts. Ventilated interchangeable shields in Lemon and Smoky Green fit comfortably over eye-glasses.

### EXCLUSIVE IMPORTS



#### Le Skieur "Knuckle Comfort" Gloves, Mitts

Used by all European ski teams. Genuine leather with elasticized wool wrist, wool lining, new elastic "knuckle strip" for complete freedom. Red, black, blue trim. Sizes 6½ to 9½.



#### Sealskin & Leather Belts . . . Matching Pouches

Arctic sealskin with leather trim in red, blue, black, and white. Zippered pouch for sun glasses, lotion, etc. Order both for distinctive, attractive ensemble.



#### New! The RIVIERA Sun Shield

For ski instructors, all-around sports wear. Flexible, unbreakable, shatterproof Rhodoglass in Smoky Mist, 100% ultra-violet ray protection. Plastic-trimmed in red, blue, white or brown. Also with Sea Green shield and gold-finish metal frame, with plastic tips.



#### FAMOUS MONT-BLANC SKI GOGGLES B-10 • B-11 • B-11-S • D.S.

DISTINCTIVE SKI EMBLEMS  
Handcrafted by A. Augis of France.

Write for catalog.

### MONT-BLANC CO.

Importers of French Ski Equipment  
1401 S. W. Harbor Drive, Portland 1, Ore.



Photo Courtesy Yosemite Park & Curry Co.

Mountaineer  
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Trailmaster  
Arlberg  
White Mountain



**PARIS SKIS**

Home off: So. Paris, Me. New York Off: 200 5th Ave.



**SPRAY ON  
in 2 minutes**

—dries as quickly. Displaces water—use on wet or dry skis. Spray indoors—or outdoors at 30° below. Harmless to clothing. Excellent for toboggans.

**DUK KOTE**, a revolutionary new ski coating, gives you startling new speed, faster'n lightning. Spray on wet or dry skis—at any temperature—indoors or out. Another unique Duk Kote property is rust prevention of steel ski edges and harness.

**Send \$2.00** in check or M.O. for handy 12-oz. push-top dispenser. No C.O.D.'s. Dealer franchises available.

Write for literature.

**THE THOMAS COMPANY**  
1645 Hennepin Avenue • Minneapolis 3, Minnesota

## Fashions

(Continued from page 35)

left we come to the "Trail Blazer," a jacket and cap ensemble in two contrasting tones, offered by Carter and Churchill of Lebanon, New Hampshire. Still moving to the left, we come to a jacket, belt, and pair of gloves from Picard of Sun Valley, Idaho. The jacket is designed by Picard and made in Switzerland in royal blue with white and red embroidery, off-white with blue and red embroidery, and black with red and green embroidery. In mother's sizes this costs \$18.95, in daughter's \$12.95. The belt, embellished with handmade brass cows and herder, is also from Switzerland and is priced at \$17.50. The gloves, yet another handmade import from Helvetia, are priced at \$12.95.

The mukluks are for the beginning of that part of the skier's day which some people think the most fun of all and which is in any case fraught with all sorts of interesting possibilities: the after-ski hours. A pair of mukluks will keep your feet warm on the ride from lift to lodge or home—they are available at the Sourdough's Mukluk Shop, Box 667, Fairbanks, Alaska, for \$27.50—and then you can change into, or feast your eyes upon—depending on your sex—the elegant clothes shown on the upper right page. The two girls standing are modeling some of the dazzling Norse House "Fineside" skirts, hugely full, hand-tailored in wool felt from a design by Ann Carroll. A big hand-crocheted pouch pocket swirls on the hip of one skirt, crocheted circles are splashed at random on the other, and both have rows of black and white crochet work at the hems. Although the price of \$48.50 may put these skirts in the luxury class, they look sturdy enough for years of wear, they are made-to-measure, and the smashing effect of the bright red or billiard green cannot be overemphasized. Matching slippers in felt and crochet are available at \$15.

The sweaters worn with these skirts are lambswool and cashmere—black or



SKI MAGAZINE, DECEMBER 15, 1951



white in the sleeveless model, heather-grey, black, navy, school red, or white in the sleeved; each is \$12.00.

The wistful young lady sitting alone by the fire is wearing a velvet skirt with a huge Barts cartoon embroidered on it. The skirt is red velvet, the embroidery silver. Picard of Sun Valley will let you have this for \$39.95.

The result of all this prettying up is only too well known to too many young ladies past the age of innocence, and we turn now to the problem of how to clothe the up-and-coming generation. The fashions shown here were all made at home by Betty Board, shown acting as her daughter Candy's private ski lift. The ski pants, with a waistline lower than an adult's knee, were fashioned from one leg of a pair of bell-bottom sailor trousers. The making of the sweater and cap needs no explanation.

But for those who lack time or skill, it might be mentioned here that Carroll Reed in New Hampshire and Van Degrift's Ski Hut in Los Angeles have complete and excellent selections of not only children's ski clothes but also equipment of all kinds for ski-minded youngsters.

Well, that takes care of just about everything. Wait a minute, we almost forgot poor little Buster, all alone out there on the margin, goggling at the girls. Buster, come over here a minute, will you, and let us have a look at the outfit you're wearing. The ladies, who after all may want to give you something for Christmas too, would like very much to know that you have on a B. F. Moore "Olympic" parka in nylon, which comes in navy, gray, wine, green and black. Thank you, Buster. Now you can go back to your ogling.

Ach du lieber! Powder schnee!  
Vot a gilt-edge vunder day!  
From der mountain to der valley  
I gif my yodel, musically.

## REVERIE

Where in the world do the papers corral 'em—

Those readers who know what is meant by Slalom?

There must be someone who knows the ropes,

And is keen on upper and lower slopes;  
Someone with a body elastic—

About lifts and poles enthusiastic.

But they leave me cold, the skier and ski,  
And a trail would be only a trial to me;  
Jumps and runs I'd refuse to face—

I guess I'm just fluff without any base.

—RUTH ARMS

SKI MAGAZINE, DECEMBER 15, 1951

Experts, novices  
prefer skiing in

# AUSTRIA



**because:** of the perfect powder snow conditions from mid-December to late spring; the open slopes and well-kept trails that cover the thousand square miles of varied terrain; the caressing sunlight, the sheltered, windless Alpine location.

**because:** every resort provides the best of ski instruction, has lifts, cable railways. Austria has a hundred and twenty lifts, 23 cable railways. Kitzbuehel, the Arlberg, offer something new in the Austrian ski circuit, a continuous chain of runs, lifts, cable railways, that make day-long skiing for novices and experts possible without repetition.

**because:** Austria, which stands unchallenged as Europe's most inexpensive winter sport tourist country, offers the most attractive accommodations, the most delicious cuisine, from \$3 up a day for everything. Ski lessons \$4.50 a week, four hours a day, six days a week.

**because:** every visitor shares the gay singing and dancing of the typical Austrian evenings, the lasting good fellowship of the Austrian ski world.

COME THIS WINTER FOR GOOD SPORT AND GOOD FUN WITH THE SKI "HASERL" AND THE OLYMPIC CHAMPIONS (at St. Anton). Austria is only twenty hours from home; no entry requirements. Write for new booklets, new posters, and list of events, including INTERNATIONAL SKI WEEK JANUARY 17-20, 1952.

Austrian State Tourist Department

48 East 48th St., New York 17.

## Look, Ma—No Hands!

Rope Clutch is here! The revolutionary new tow gripper that does the dirty work for you. No more grabbing at wet, slithery ropes with your hands—merely engage your Rope Clutch and let its smooth roller action take you off to a gentle start.

Effortless! The weight of your body provides the force to hold Rope Clutch in riding position. No aching arms, no strained shoulders! Men will like it—Women will love it.

Safe? Of course! Let go—Rope Clutch releases automatically.

*Rope Clutch*

THE GRIPPER  
THAT MAKES ROPE TOW RIDING  
A PLEASURE

Ask for Rope Clutch at your local dealer or order direct from:

ROPE CLUTCH, INC.,  
2805 S. Fairfax Ave., Los Angeles 16, Calif.

Send me at once ..... Rope Clutches  
Complete with belt: \$3.95  
Without Belt: \$3.45

Enclosed: Check Money Order for \$.....  
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address  
city, zone, state

# ASPEN DIRECTORY

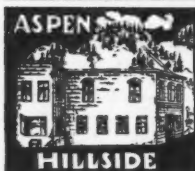


## SHADOW HILL LODGE

FRIENDLIEST — NEWEST

Where the tops in hospitality offers you the most privacy; the finest beds; private baths with tub showers; beautiful lounge for relaxation; the best breakfast in the Rockies.

Your Hosts: Helen & Frank Myers  
Aspen, Colo., Box 92A



Studio Apartments Rooms  
Dormitory — Attractive Be-  
droomed homelike atmosphere  
Reasonable rates, special  
arrangements for groups —  
located between the two ski-  
lifts, you can ski right to  
your front door.

Write: Emma Haerdle, Box  
B, Aspen, Colo. Tel. 3551.

## SKI in ASPEN COLORADO



And stay at Aspen's most lux-  
urious lodge — just two blocks  
from the world's longest chair-  
lift. Rustic log construction — a  
spacious lounge with a great fire-  
place, huge windows and sun-  
drenched terrace face the big ski  
trails. Smart guest rooms fur-  
nished by Marshall Field & Co.  
Congenial atmosphere, informal  
and charming. Offers you the ulti-  
mate in convenience and luxurious  
comfort. MAKE PLANS NOW FOR  
WINTER HOLIDAY. Write for  
literature and reservations.  
V. Horne V. Chamberlain

## Aspen's Newest!

Modern, furnished  
2- and 3-room

## MAGNIFICO APARTMENTS

In the heart of town! For information  
about reservations write Mike Magnifico,  
Aspen, Colorado



## GUIDO'S SWISS RESTAURANT AND LODGE



Famous food, as only Guido can  
prepare it, in attractive dining  
room.

Accommodations at Lodge \$2.50—  
\$3.50 E. P. Also A.P.  
ASPEN, COLORADO



SEASON:  
Mid-December  
through Mid-April

New novice run all the way from the top. Special  
program for beginners in World famous ski school.  
Square dances, dancing, musical programs.  
Special events in Wheeler Opera House. Dormitories,  
cottages, apartments, hotel accommodations.  
Write Dept. 12, Hotel Jerome, Aspen, Colorado



Ski rentals Expert repairs  
**MAGNIFICO SPORT SHOP**  
Aspen Colorado



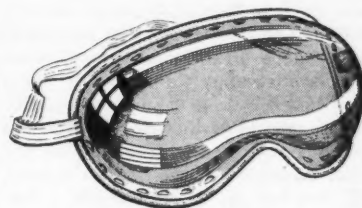
Send \$1.00 for  
new revealing book  
**THAT MEN MIGHT SKI**  
regarding all phases of ski  
safety.

**MILLER SKI CO.**  
(206) Orem, Utah

## Equipment

WELL, folks, it's time for the Editor to  
r'ar back and pass another Equip-  
ment column. Nice day for it, too. A few  
high cirrus clouds coming over the hills  
in the west, a slight tendency toward  
warmer weather, and a falling barome-  
ter; all the signs of an approaching  
storm. With any luck at all we may have  
snow and plenty of it within twenty-four  
hours. And tomorrow's Friday.

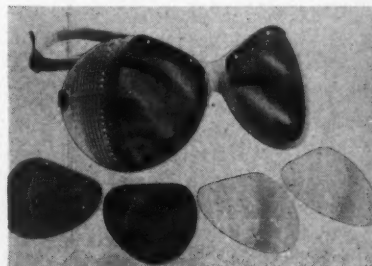
If it's going to snow this weekend  
we'll all need goggles—and here are two  
of the latest: The Gadabout Goggle,  
made by the Paulson Manufacturing Cor-  
poration of Fallbrook, California, and  
the A&T 3-in-1 Goggle, made, of course,  
by the Anderson & Thompson Ski Com-  
pany of 1101 East Spring Street, Seattle  
22, Washington. The Gadabout Goggle  
is an all-plastic shield which is supposed  
to protect the upper portions and sides



The Gadabout Goggle

of the face as well as the eyes them-  
selves, and it is particularly designed  
to furnish complete protection against  
wind, glare, dust, snow, or (perish the  
thought) rain. It is available in various  
colors—amber, blue, green and clear op-  
tical plastic, and its bubble shape allows  
it to be worn over ordinary eye glasses.

The A&T goggle is made of polyethyl-  
ene, and comes with interchangeable



Anderson & Thompson goggles

lenses of amber, clear, and dark tones.  
The different lenses slide in and snap in  
place instantly.

If we don't get enough snow to make  
good downhill running, it might be a  
good idea to get out the old cross-coun-  
try boards and do a little langlauf.  
Cross-country is returning to favor with

SKI MAGAZINE, DECEMBER 15, 1951

a lot of skiers, and it is a phase of the sport that will teach you a lot about wax and put you in top condition for downhill-slalom. A very good cross-country ski, the Limex, is distributed by Porath & Magneheim, 95 Liberty Street, New York 6, New York. In fact, if you're thinking of running cross-country, you should certainly look into the entire line



Langlauf styles at Porath & Magneheim

handled by this firm, which has poles, boots, sweaters, and the Swedish tasseled cap called the "Valadal" used by most members of the Swedish cross-country teams.

But maybe we'll get two feet of the lovely white stuff, and we'll all go to the nearest chair lift after all. One thing a lot of us will need is a new pair of boots. A good-looking and not too expensive buy in this field is the Austro "F.I.S." model, which incorporates some of the essential features of a high-priced



Austro F.I.S. model

boot—inner lacing, outer lacing to the toe, and a narrow heel—and is entirely hand made in Austria. The Austro-American Trading Corporation handles this one; their address is 50 West 46th Street, New York 19, New York.

We might mention here that the Tyrol people, at the same address as the above firm, offer the "Heel-Hugger," a device which can be installed in your boot to prevent your heel's slipping up and down. It will fit and modernize any ski boot—or skate, if you happen to stoop to that innocuous sport.

If you are really thinking of buying a pair of boots—and what skier isn't?—you might write to the Henke people at 11 West 42nd Street, New York 18, New York, and ask for a copy of their booklet on the selection and care of ski

(Continued on page 40)

*You get a lift in*

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Agents Wanted

## Equipment

(Continued from page 39)

boots, by Barney McLean, the Captain of the '48 Olympic Team and the Coach of the '50 FIS Team. It is not only an informative little booklet, it is written in an amusing style and it might help you make up your mind about those new boots.

One point the booklet makes is that ski boot trees are a necessity, and the booklet recommends the kind that straighten the boot from the outside. It so happens that Anderson & Thompson,



Anderson & Thompson boot tree

mentioned earlier in this column, have a steel boot tree of just the type recommended by the Henke people; and so does Ivor, of Box 973, Bellingham, Washington.

Now we've thought enough about ourselves—what about the small fry, too young to read this column and find out for themselves about all the new products? Well, Carroll Reed of North Conway, New Hampshire, is the man to write to on behalf of the children. He has skis for them, of course, in lengths of from three feet and a half to five feet and a half. They have an adjustable toe iron and a leather strap and metal spring binding. Tonkin poles are included with each pair of children's skis.

Well, we can't go into detail about all the equipment Mr. Reed offers the young skier, but here is a partial list: Fiberglass lined surcoat in sizes 6 to 12, available in green, navy, or grey; Duofold underwear, made of two thicknesses of cloth, in sizes 24 to 30; ski caps in regular adult style; ski boots with a steel shank and an ankle strap; and a pullover Anorak parka, of a cotton and rayon mixture, for the young hot rock. Certainly there is no need for little beavers to ski in anything but the real McCoy as long as Mr. Reed is around.

And so, as the sun sinks slowly in the west, we leave the enchanting island of Equipment. Farewell, bright isle, farewell; farewell, Henke, farewell Porath and Magneheim, farewell A&T. And to you, dear readers, Aloha.



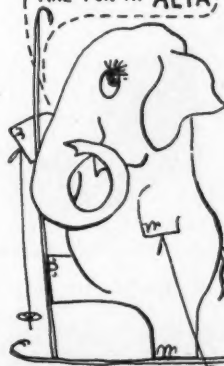
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CROSS COUNTRY—DOWNHILL & SLALOM WAXES

## Skiing Scotland

(Continued from page 18)

highest peak, Ben Nevis, and records show that it is cloud-covered one day in two. The Cairngorms, in the Eastern Highlands, are advertised as being "drier and clearer." They are mist shrouded only one day in three. The murky weather is accompanied by storm blasts which sweep in from the Atlantic at up to 150 miles an hour. They whip away the top powder in a couple of hours, packing the remainder into pockmarked icefields which rasp the ski like nutmeg graters. But the gales are a blessing too. They sweep snow into the "corries," deep winding gullies which vein the Scottish Highlands. Packed to a depth of twenty or thirty feet, these form perfect natural slalom courses which linger on well into the spring.

Scottish skiers must be prepared for anything. They need both lightweight and heavyweight clothes, windproof and waterproof. They must always carry reliable maps, two or three grades of wax and skins for climbing. They are also advised to bring a selection of good books, just in case there is no skiing at all. A compass is another necessity because the gales spring up with dangerous suddenness. A mountain which was bathed in sunshine in the morning has vanished in a howling blizzard by mid-afternoon. Visibility is down to five yards, granules of ice tear through the air and the rocks which loom blackly in the grey-white gloom seem to smoke as the snow powder whirls round them. As the Scottish Highlands are a jumble of barren hills rather than true mountains it is easy to lose all sense of direction in these conditions. Quite a few climbers and skiers have died from exposure within a mile or two of shelter in country which they thought they knew inside out. The Grampians, in central Scotland, which have the best spring snow, are considered too dangerous for skiing in January and February because of these weather conditions. The days are short, too. In mid-winter there are only eight hours of daylight to sixteen of darkness.

In spite of all these drawbacks the ski population of the Scottish Highlands is (Continued on page 42)



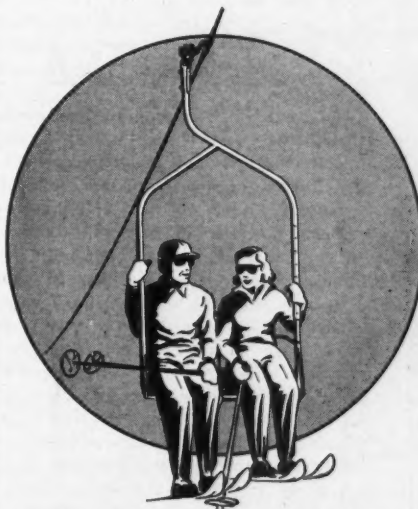
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## Skiing Scotland

(Continued from page 41)

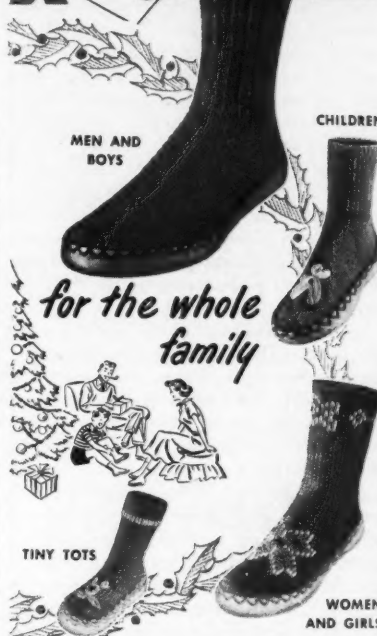
creases each winter. Boarding houses and youth hostels take the overflow from the hotels. Corridors of northbound trains are cluttered with skiing gear. Coach-loads of week-enders arrive on Friday night and leave on Sunday. Most of them go to the Cairngorms, Britain's bulkiest mountain mass. Here the ancient peaks, flattened and rounded by milleniums of wind and weather, offer wide smooth slopes. There are few narrow ski lanes. The whole mountainside falls away in rounded undulations, almost unbroken by trees or rocks. Herds of red deer drift through the passes, and grouse and ptarmigan start up from the frozen stream beds. Most of the land is privately owned and the shooting rights are jealously guarded. Owners are not keen to have crowds of skiers disturbing their game. They resist any suggestion that sleeping lodges should be built on their land. So although a cross-country ski tour through the Cairngorms takes two days, the only night accommodation is in "bothies," wretched little stone huts tucked away on the most inaccessible peaks. They give the benighted skier a chance to stay alive, but not much else. Even this does not prevent parties of hardy souls from tackling two and three day tours. They carry sleeping bags, food and sometimes even bivouacs on their backs.

The ranks of the landowners were breached recently when Colonel Grant of Rothiemurchus, himself a ski enthusiast, allowed the British Army to build a sleeping lodge on his land in the northern foothills of the Cairngorms. Two log cabins which had been built by Canadian lumberjacks working in the Scottish forests during the war were knocked into one, giving the Army a winter sports leave centre for forty persons. The venture is more important than its size suggests. Its first season this year was closely watched by both the Scottish Ski Club and the landowners, according to their respective interests. Far from being frightened out of the area, the game had become so used to humans by the end of the season that deer hung round the hut begging kitchen scraps. The only doubt was whether they would be wild enough for the sportsmen when the shooting season opened.

The cabin stands at the mouth of the Lairig Ghru, the great gorge which splits the Cairngorms north and south. In olden days it was the highway of the warring clans of Grants and Shaws, the scene of many an ambush, massacre and desperate fight. It is the home of the "kelpies"—spectral white horses which clamber from the rocky streams to foretell the death of any traveller who sees them—and the "Grey Man," a ten foot giant who comes down with the mist and who specializes in frightening lone climbers over a thousand foot precipice

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Box A, SKI Magazine, Hanover, N. H.



into the gulf of the Ghru. These stories circulate round the pine log fire at night, while the ski gear steams in the hearth, the oil lamps sputter, and the blizzard howls outside. Superstitions which go back to the dark origins of the race still linger in the mist-shrouded, storm-wracked Highlands. Most natives half believe them to this day.

If you are a fair weather, downhill skier, if you demand a ride to the top and a well-marked track of crisp snow and sunshine all the way, if you expect to ski right to the door of your luxury hotel, then Scotland is not for you. But if you will rough it, if you want to prove yourself in all snow conditions and weathers, if you like a wild tangle of hills seen in glimpses through veils of mist and cloud, and if you want to hear the half-forgotten folk lore of our ancestors, then come to Scotland. She will not disappoint you.

On Monday, December 3, Jimmy Griffith got up early and set off to climb the Face at Alta, Utah, where he was in training as a member of the 1952 Olympic Downhill and Slalom Squad. New snow had fallen during the night, and his were the first tracks on the mountain—the men who operate the chair lift every day would not appear for several hours. Jimmy must have known this as he climbed, but when he reached the top of the Face he stamped his skis to check off the new powder and started down—a straight schuss, as befitted a member of the Olympic Squad.

At the bottom of the mountain something went wrong. Jimmy hit a tree and crumpled in the snow.

At ten o'clock the lift operators heard him calling for help. They found him lying in the soft powder, his leg badly broken. He was rushed to a hospital in Salt Lake City, but he had lain in the snow too long. Pneumonia set in, and on the morning of Thursday, December 6, Jim Griffith died. The skiers of the nation mourn.

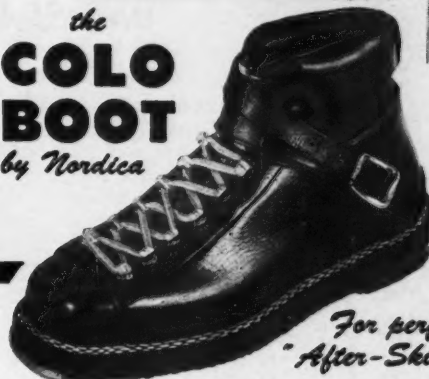
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## SLOPES



## and SLANTS

Woolly bear predictions to the contrary, the ski season had its earliest opening date for many years. The higher mountains of California had plenty of cover in early November, and the Northwest had more than its usual share on its old volcanic cones; Aspen, Colorado, and Alta, Utah, offered good running for Thanksgiving, and the Midwest was hit as far south as Missouri with a foot or more of the white stuff.

In the East, at spots like Big Bromley where **Fred Pabst** goes out and cuts the grass if it gets longer than a half-inch on the smooth Lord's Prayer slope, and at North Conway and Stowe, tracks were being made the first week in November; and even on the Hanover Plain, Dartmouth boys were wearing off their lacquer on the golf course as early as November 1.

In the Laurentians of Quebec, which always seem to have more than their share of the beautiful white stuff, a special order was placed and delivered for snow to provide **Princess Elizabeth** and **Philip** with a taste of real *habitant* winter for their week-end at Ste. Agathe, **Ken Harrison**, genial owner of the Laurentide Inn, even harnessed a couple of his Palominos and took the royal couple sleighing. . . .

If you want to see a race that is probably the first of its kind ever held in the United States, be on hand at Franconia, N. H., the week-end of December 15 and 16. You will see a six-mile cross-country race for women. It all came about when **Alice Kiaer** announced at the Eastern convention that a six-mile women's *langlauf* had become a regular event in the Olympic Games. Speaking of the fairer sex, we note that something of a problem has arisen in women's racing circles. It seems that the rules state that girls over thirty-two years of age cannot hold a racing classification. However, **Janet Macomber**, Eastern women's chairman, is undismayed by this, because, as she says, "No woman is ever older than thirty-two."

**Everett Kircher's** Boyne Mountain area in Michigan now boasts the only double chair lift in the Midwest. Boyne Lodge has been enlarged, new slopes added and a ski shop installed. An entirely new area has also been developed for spring skiing . . . Sun Valleyites will miss **Chuck Carey** around the Idaho resort. He has left the Union Pacific organization to become vice-president and general manager of the Santa Barbara Biltmore Hotel in Montecito, California,

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DEPT. B

## Carroll Reed Ski Shops

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as well as vice-president of the Clift and Plaza hotels in San Francisco . . .

One of New York's best-liked skiers, **John Rau**, has been elected president of the Sno Birds of Lake Placid Club. Incidentally, the Club will be the site of next fall's Eastern convention . . . **Charlie Townsend**, former Burlington, Vt., advertising executive, is now handling promotion for the Laurentian Resorts Association in Quebec.

Did you know that it is illegal to rent ski boots in the State of Massachusetts? We didn't, but such is the advice received from the owners of Oak N' Spruce Ski Lodge at South Lee, Mass. The nearby Beartown area has been enlarged, and towns now extend to the summit, giving an 800-foot vertical drop to the Berkshire layout . . . Scandinavian Airlines is offering five all-expense tours to the Olympics and those hard-to-pronounce spots in Austria and Switzerland. Costs stretch from \$800 for a two-week Olympic tour to one of four-weeks for \$1175 which, in addition to the Games, includes Davos and St. Moritz . . .

The Hanover Inn at Dartmouth College will hold its two annual children's ski schools from December 26 to 31 and from February 18 to 23. The schools will be directed by **Ted Moody**, **Jerry Hickson** and **George Helwig**. Hickson will also be the full-time pro in the Ford Sayre Ski Council program which handles the ski activities of nearly four hundred youngsters in the Hanover area . . .

The Lake Tahoe Ski Club is going all out to make its National Junior Jumping Championships a real "big time" event for the youngsters. The meet will be held March 15-16 at Tahoe City, California.

**Toni Matt** is back at Big Mountain in Whitefish, Montana, for his fourth year as head of the ski school there. The area has been enlarged during the summer and **Ebb Schuehle's** new rustic Northern Rocky Chalet, at the foot of the 3200-foot T-Bar, adds greatly to the facilities. Ebb has probably been a timer at more than a thousand ski races and if he does as good a job of running his ski lodge as he did with a stop watch, his success is assured. . . .



AN "ORIGINAL"

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STYLE 4705  
Our Finest Ski Boot  
Black Pilesterki uppers—  
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lining throughout—low and  
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—metal heel scuffer—sole  
leather toe plate.

One-piece, waffle-type  
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toe to back of heel for  
non-slip contact with skis.



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Setting a slalom at Charlotte Pass, Australia.

## Skiing

## DOWN UNDER

by PETE LAWLOR



New Zealand Instructor  
at Sun Valley, Idaho



FOR twenty years, Australian and New Zealand skiers have been crossing the rough Tasman Sea to take part in the Inter-Dominion Ski Championships. One year the Aussies visit the rugged Alpine terrain of New Zealand, the next year the Kiwis cross to the rolling, eucalyptus-clad slopes of southern Australia.

Down Under skiing is quite different from that in Europe and North America, largely because the Down Under skier has a very different attitude to the sport. He doesn't take training or instruction very seriously. As likely as not, he'll disappear for a spot of tea in the middle of a class. He prefers to ski out of control, and he won't sacrifice his beer—not even on the eve of an important race. He loves ski clothes that rival neon lights for brightness. The Australian skier gives a little more thought to his equipment and technique, and he is far better at slalom than his New Zealand rival, but both have the same carefree attitude toward racing.

Both countries have lifts, good snow and plenty of sunshine, and good instructors. The day will come when a Down Under team shows up at the Olympics—the Australians are trying to raise money

to send a team to Oslo this winter—but until that day comes our antipodal friends will continue to make the most of their own terrain and their own Inter-Dominion Championships—even if they have to lose their breakfasts on the rough Tasman Sea to do it.

*A touring party pauses on a glacier to put on sealskins before the climb to Lendenfeld Saddle in New Zealand.*



SKI MAGAZINE, DECEMBER 15, 1951

# WHERE-TO-STAY DIRECTORY

## ARIZONA

### FLAGSTAFF

#### THE ORIGINAL SKI AND SPUR

A resort run by skiers for skiers.

## CALIFORNIA

### TAHOE CITY

GRANLIBAKKEN SKI AREA & OLYMPIC HILL  
Family resort. 2 towns. Ski School. Ski rentals. Hot  
lunches. Hskpg units from \$3. Child care. Ph. 349.

## COLORADO

### ASPEN

GUIDO'S SWISS RESTAURANT AND LODGE  
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Chef. Accommodations at lodge—\$2.50 to \$3.50.

### HILLSIDE

Studio apts. Rooms-Dormitory. Reasonable. 1 block  
from either lift. Write, phone 3551. Emma Haerdle.

### HOTEL JEROME

New novice run all the way from the top. Special  
program for beginners in world famous ski school.  
Square dances, dancing, musical programs. Special  
events in Wheeler Opera House. Dormitories,  
cottages, apartments, hotel accommodations. Write  
Dept. 13, Hotel Jerome, Aspen, Colorado.

### MAGNIFICO APARTMENTS

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Plan your stay in the newest & completely furnished  
Magnifico Apartments. Write Mike Magnifico.

### NORWAY LODGE

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Chairlift. All meals available in the Lodge.

### THE PROSPECTOR

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center of Aspen, two blocks from the lift.

### SHADOW HILL LODGE

Aspen's newest & friendliest. Priv. baths with tub-  
shower, perfect beds. Finest breakfast in Rockies.

### EMPIRE

#### BERTHOUD FALLS INN - SKI LODGE

Ski all 3 areas Winter Park, Berthoud, Arapahoe—  
Stay at Frank & Lottie's ski place - Ask for folder.

### WINTER PARK

#### SPORTSLAND VALLEY SKI CHALET

Always good skiing. 7 days \$52. Includes lessons,  
use of lifts, free rides to ski areas, square dancing,  
sleighing, superb food, private rooms. Low daily  
rates. Photo folder free. Write Winter Park, Key 30.

## IDAHO

### SUN VALLEY

#### SUN VALLEY LODGE, CHALLENGER INN, SKIERS CHALET

For information and reservations wire or write  
W. F. Rogers, Gen. Mgr. or see your travel agent.

## MASSACHUSETTS

### PITTSFIELD

#### SHERATON HOTEL

In the ski center of western Massachusetts. Modern,  
fireproof Hotel, unexcelled cuisine, 35 towns, 2 Al-  
pine lifts, 2 ski jumps. Rates from \$3.00 per day.  
John Donegan, General Manager.

## NEW HAMPSHIRE

### FRANCONIA

#### FLINTLOCK LODGE

Built for skiers a few mins. from Cannon. Good fun,  
food, & rest. Bunk & pvt. rms. with bath. Mod. AP  
fr. \$6.50. Cap. 40. Skating. Folder. Phone 166-2.

### THE HILLWINDS

For an hour or a week the best in food and drink.

#### MITTERSILL CLUB

Slopes, trails, 2 towns, T-Bar lift, ski school, dancing.  
Rooms with & without bath, excellent cuisine.

### HANOVER

#### MOOSE MOUNTAIN LODGE

Our "Ski-Em-All" plan offers the best available ski-  
ing. Folder, box 821, Hanover, tel. Lebanon 996M3.

### INTERVALE

#### HOLIDAY INN

For your skiing holiday. On routes 302-16. Tel. 856.

## IDLEWILD

A charming inn owned and operated by skiers. On  
routes 302 and 16. Unusually good meals. John  
and Eleanor Beebe. Tel. North Conway 168.

### JACKSON

#### CHRISTMAS FARM INN

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Bountiful meals. Also dormitory acc. Tel. 13.

#### OAK LEE SKI LODGE AND BARRACKS

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#### PINKHAM NOTCH INN DANA PLACE

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#### SPRUCE MOUNTAIN LODGE

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major lifts. Accommodates 85. Lars Winquist, owner.

#### THORN HILL LODGE

Rates \$5 up. The Darvilles. Tel. 60.

#### WHITNEYS' IN JACKSON, N. H.

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foot of the Black Mountain T-Bar Lift. \$8.50 to  
\$10. with meals. Write for illustrated folder. Box 3.

### NORTH CONWAY

#### OXEN YOKE INN

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min. walk to Skimobile. Fam. Slalom Room. Folder.

### SUNAPEE

#### DEXTER'S

The very best in accommodations. Private ski tow.

### WARREN

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Operated for the public by Dartmouth College.  
Elevation 2500 feet. Year round mountain hospi-  
tality for all. 2000 foot tow, 4 trails, floodlighted  
open slope. Capacity 90. \$5.75 a day & up, 3 meals  
and lodging. Tel. Warren, N. H. 8-21, Bill Hight.

## NEW YORK

### SPECULATOR

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## PENNSYLVANIA

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#### ALTA LODGE

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ski lifts. Alf Engen resident instructor. Write for  
booklet to Alta Lodge, P. O. Sandy, Utah.

#### ALTA PERUVIAN LODGE

Comfortable rooms. Cheerful dormitories. Reason-  
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#### RUSTLER LODGE

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Rooms with private bath, semi private, and bunk  
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lounge. 10 mins. to Mt. Mansfield. Buses start here.  
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### THE LODGE AT SMUGGLERS' NOTCH

"Ask the Skiers Who Were Here Last Year." In the  
heart of the ski area. Luxurious lounges. Outstand-  
ing food. Cocktail lounge served by epicurean wine  
cellar. Library, game room. Sepp Ruschp Ski  
School staff at your service. Modern, spacious bed-  
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Farm homes, rustic ski lodges and luxurious inns  
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to size, atmosphere and price. . . Comfort, service,  
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### WOODSTOCK

#### WHITE CUPBOARD INN

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## CANADA

### COURTENAY, B. C.

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Slopes & trails for beginners and experts. Ski school  
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or beginners. Rates \$8-10. Am. Plan. Write folder S.

## SWITZERLAND

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#### BADRUTT'S PALACE HOTEL

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winter sport. Also open in the summer.

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ley trip February. Help drive, share car expenses.  
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FOR SALE—Year round Inn close to Big Bromley.  
Fine ski clientele. 20 rms. 4 fireplaces, furnish.  
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**\$3.95**

**THE GREATEST ADVANCEMENT IN GRIPPERS EVER DEvised**

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## for SPEED \* COMFORT \* SAFETY

Made in France by craftsmen whose handwork has been the heritage of generations. Every Trappeur Ski Boot combines this expert hand workmanship, the finest quality of leather and fittings, with the expert counsel of some of the world's finest skiers.

LE TRAPPEUR, now in their 65th year, were the first to specialize in designing and manufacturing ski boots.



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Sponge rubber insert.  
Special padding.

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Complete inner lacing —  
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SEVEN OTHER models of Le Trappeur ski boots complete this superior quality line from which to choose the boot that best suits your needs. Now available at Boston, wholesale and retail. Write for particulars and catalogue.

LA MARQUE DES CHAMPIONS

# Le Trappeur

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Now when this picture came into our office there was a caption attached to it stating that the young lady typified the warm reception one could expect at the Laurentian resorts of the Province of Quebec. With this statement in mind, we gazed thoughtfully at the picture for quite some time. At length we decided that even though we felt too old to take up the scooter-sled on top of skiing, we might just as well look into this warm-welcome situation. Who knows, maybe she can ski.

### Funniest Skier

(Continued from page 14)

awful. Took three men to dig them out of the snow.

Yeah, Syl's still in a cast. Been six months now. The doctors don't know if he'll ever ski again. Lost his sense of humor, too. Gee, it's no fun at all around him anymore.

What happened to the other guy? Why, nothing. The lousy sorehead broke a ski pole, but he had another pair in his car, so he was able to go right back to his girl and show her how to stem.

Gosh, I don't know why they let sore-heads like him use the hill, do you?

### To The Clouds

(Continued from page 13)

a jumping-off place in the high country.

Still the fact remains that neither private individuals nor the state and federal governments have shown much interest in tramways. Perhaps if skiers were better organized and had some definite plans to offer, they could make an effort to persuade governments to build more of these beautiful and romantic systems of mountain transport. Perhaps then American skiers would definitely take a leading place in international competition, and hundreds of American mountains, now only shining but inaccessible snowfields, would bear the tracks of a million swooping skis. That's what we want, we skiers; why don't we do something to get it?

SKI MAGAZINE, DECEMBER 15, 1951





**WHERE "NAMES"  
IN SKIING  
ARE MADE**

## THE SEPP RUSCHP SKI SCHOOL . . . .



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*Learn with the Experts!* There's Pepi Gabl, coach of the Austrian World Champion Girls' FIS team . . . Karl Fahrner, young Austrian Champion . . . our own Bob Bourdon, National and International luminary . . . and Bruce Fenn . . . all supported by a large staff of certified USEASA instructors who have made the Ski School outstanding.

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# ASPEN

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and  
Chambers  
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beautiful skier  
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